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1906

State of New Jersey.

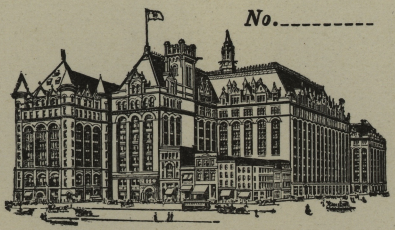
Railroad and Canal Reports.

1906

STATISTICIANS DEPARTMENT,
MAY 1 - 1907
Ans.

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PROPERTY OF THE
PRUDENTIAL INS. CO.

ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

Report of the State Director of the United New Jersey Railroad and Canal Company

FOR THE YEAR 1906.

Compliments of
J. WILLARD MORGAN,
COMPTROLLER,
STATE OF NEW JERSEY.

TRENTON, N. J.
MacCrellish & Quigley, State Printers, Opposite Post Office.

1907.

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STATE OF NEW JERSEY,

OFFICE OF COMPTROLLER OF THE TREASURY,

TRENTON, March 19th, 1907.

To the Senate and General Assembly:

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto, approved April 3d, 1873, I have the honor to lay before you the report and statement of the State Director of the United New Jersey Railroad and Canal Company for the year 1906, and the reports of all railroads and canal companies for said year.

For convenient reference a tabular statement has been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

J. WILLARD MORGAN,

Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 5th, 1907.

Hon. Edward C. Stokes, Governor of the State of New Jersey, Trenton, N. J.:

DEAR SIR—I have the honor to submit herewith my annual report as State Director of United New Jersey Railroad and Canal Company, for the year ending December 31st, 1906.

The statements exhibit—

First—Total mileage, 541.18 miles.

Second—Net profit, $1,817,474.11.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1906, inclusive, showing a debit balance on January 1st, 1907, $22,341,342.58.

The State of New Jersey is the owner of 3,242 shares of stock, par value of $324,200, on which a dividend of ten per cent. (10%) has been paid and received by the State, as appears by the annual report of the State Treasurer for 1906.

The terms of the lease under which the Pennsylvania Railroad Company operates the property of the United New Jersey Railroad and Canal Company, have been strictly complied with, and the physical condition of the property has been satisfactorily maintained.

Very respectfully,

CHARLES BRADLEY,

State Director.

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Statements.

The Following Statement Shows the Mileage of the Lines Comprising the United Railroads of New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of Which Are Included with Operations of the United New Jersey Railroad and Canal Company for the Year 1906, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries:	*Miles.*
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.68
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.22
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House. N. J.,	.25
Connection with Camden and Burlington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Haddon Avenue, N. J.,	.17
Harsimus Branch—Bergen Hill, N. J., to Harsimus Cove, N. J.,	1.55
Centre Street Branch—Harrison, N. J., to Canal Street, Newark, N. J.,	1.34
Bonhampton Branch—Metuchen, N. J., to Bonhampton, N. J.,	1.89
Kingston Branch—Monmouth Junction, N. J., to Kingston, N. J.,	4.16
Jamesburg Branch—Monmouth Junction, N. J., to Jamesburg, N. J.,	5.46
Princeton Branch—Princeton Junction, N. J., to Princeton, N. J.,	3.06
Millham Branch—Millham Junction, N. J., to Coalport, in Trenton, N. J.,	1.11
Bordentown Branch—Trenton, N. J., to Bordentown, N. J.,	6.10
Florence Branch—Florence, N. J., to Wood's Iron Works,	2.14
	146.91

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	Miles.
Pennsylvania Annex,	1.00
New York Bay Railroad,	13.57
Perth Amboy and Woodbridge Railroad,	6.33
Millstone and New Brunswick Railroad,	6.61
Rocky Hill Railroad and Transportation Company,	2.38
Belvidere Delaware Railroad,	80.91
Philadelphia and Trenton Railroad.	26.30
Pennsylvania Railroad—Trenton Branch,	2.82
Delaware Avenue Branch,	3.53
Commerce Street Branch,	.79
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	36.66
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.29
Kinkora and New Lisbon Railroad,	10.41
Camden and Burlington County Railroad,	29.77
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch Railroad,	2.76
Philadelphia and Long Branch Railroad,	48.71
Philadelphia and Beach Haven Railroad,	12.03
Total railroads and ferries,	475.18
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total United Railroads of New Jersey Division,	541.18

In addition to above the United Railroads of New Jersey Division operates 70.91 miles of line under trackage rights.

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company for the Year Ending December 31st, 1906:

GROSS EARNINGS FROM OPERATION.

From Freight Traffice,	$18,416,628 90
Passenger Traffic,	11,765,976 68
Express Traffic,	1,331,657 91
Transportation of Mails,	618,094 77
Miscellaneous Sources,	325,485 08
Delaware and Raritan Canal,	308,300 96
Total,	$32,766,144 30

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OPERATING EXPENSES.

For	Maintenance of Way and Structures, ...	$3,596,687 66	
	Maintenance of Equipment, ...	4,304,240 03	
	Conducting Transportation, ...	15,985,792 32	
	General Expenses, ...	514,889 61	
	Delaware and Raritan Canal, ...	432,386 71	
	Total, ...		24,833,996 33
	Net Earnings from Operation, ...		$7,932,147 97
To which add—			
Dividend on Belvidere Delaware Railroad Company Stock, ...		$50,420 00	
West Jersey and Seashore Railroad Company Stock, ...		52,113 00	
Associates of the Jersey Company, Stock, ...		25,000 00	
Philadelphia and Camden Ferry Company Stock, ...		10,518 00	
Camden and Burlington County Railroad Company Stock, ...		11,418 00	
Paterson and Ramapo Railroad Company Stock, ...		600 00	
Perth Amboy and Woodbridge Railroad Company Stock, ...		6,000 00	
Trenton Delaware Bridge Company Stock, ...		11,868 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds, ...		5,136 00	
Rents, ...		121,708 68	
Income from Miscellaneous Sources, ...		153,752 94	
			448,534 62
	Total income, ...		$8,380,682 59

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., January 31st, 1907.

M. RUBENACK,
Comptroller.

Total income, ...			$8,380,682 59
From which deduct—			
United New Jersey Railroad and Canal Company—			
Dividend on $21,240,400.00 stock at ten per cent., ...	$2,124,040 00		
Interest on loan of 1908, $841,000.00 at six per cent., ...	50,460 00		
Interest on loan of 1923, $1,824,000.00 at four per cent., ...	72,960 00		

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Interest on loan of 1929, $6,020,000.00 at four per cent.,	$240,800 00	
Interest on loan of 1944, $5,646,000.00 at four per cent.	225,840 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes (including Transit Duty),	1,041,349 37	
Interest on Mortgages and Ground Rents,	33,808 98	
Interest on $2,000,000.00 P. R. R. Co., First Mortgage, four per cent. Bonds, issued account purchase New York Pier Properties,	80,000 00	
		$4,077,673 35
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Taxes on capital stock paid State of Pennsylvania,	10,261 96	
		59,671 96
Camden and Burlington County Railroad Company—		
Dividend on $381,925.00 stock at six per cent.,	$22,915 50	
Interest on $350,000.00 bonds at four per cent.,	14,000 00	
Organization,	500 00	
		37,415 50
Vincentown Branch Railroad Company—		
Dividend on $15,000.00 stock at six per cent.,		900 00
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $45,050.00 stock at six per cent.,	$2,703 00	
Organization,	200 00	
		2,903 00
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700.00 stock at six per cent.,	$1,122 00	
Organization,	100 00	
		1,222 00
Connecting Railway Company—		
Dividend on $3,613,650.00 stock at four per cent.,	$144,546 00	

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Interest on $1,000,000.00 bonds at four and one-half per cent.,	$45,000 00	
Interest on $991,000.00 bonds at three and one-half per cent.,	34,685 00	
Taxes,	36,620 84	
		$260,851 84
New York Bay Railroad Company—		
Dividend on $500,000.00 stock at four per cent.,	$20,000 00	
Interest on $4,056,623.68 debenture certificate at three and one-half per cent.,	141,981 83	
		161,981 83
Delaware River Railroad and Bridge Company—		
Net earnings,	$181,357 39	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	86,458 28	
Belvidere Delaware Railroad Company—		
Net earnings,	373,032 11	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	59,431 85	
Pennsylvania Annex—		
Net earnings,	9,823 31	
		710,102 94
Real Estate Expenditures in 1906:		
United Railroads of New Jersey,	$48,316 99	
Real Estate and Right of Way Expenditures in 1896:		
Harsimus Cove,	4 87	
Construction Expenditures:		
United New Jersey Railroad and Canal Company,	$374,641 52	
Harsimus Cove,	72,598 41	
Philadelphia and Trenton Railroad Company,	37,767 50	
Connecting Railway Company.	136,739 94	
Car floats, barges, tug boats, etc.,	496,548 36	
Shop tools and machinery,	83,868 47	
		1,250,486 06
		$6,563,208 48
Net profit,		$1,817,474 11

The Pennsylvania Railroad Company.
Comptroller's Office,
Philadelphia, Pa., January 31st, 1907.

M. RUBENACK,
Comptroller.

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Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872, to December 31st, 1906, Inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1905,..	$24,623,746 75	
Amount expended in 1906, ...	477,552 15	
		$25,101,298 90

Cr.

By Proceeds from sale of bonds, equipment and other property, etc., to December 31st, 1905, ...	$7,185,637 34	
Proceeds from sales in 1906, ...	25,605 73	
Cash, ...	77,304 90	
		7,288,547 97
Debit balance, January 1st, 1907, ...		$17,812,750 93

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1905,.	$3,597,371 67	
Amount expended in 1906, ...	52,271 49	
		$3,649,643 16

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1905, ...	$1,119,709 48	
Proceeds from sales in 1906, ...	3,954 50	
		1,123,663 98
Debit balance, January 1st, 1907, ...		$2,525,979 18

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1905,..	$3,789,298 01	
Amount expended in 1906, ...	118,731 49	
		$3,908,029 50

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1905,	81,663 00	
Sales in 1906,	Nothing.	
Cash,	46,133 08	
		$2,386,504 63
Debit balance, January 1st, 1907,		$1,521,524 87

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1905,	$1,225,229 67	
Amount expended in 1906,	4 87	
		$1,225,234 54

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1905,	2,855 49	
Sales in 1906,	Nothing.	
		744,146 94
Debit balance, January 1st, 1907,		$481,087 60

SUMMARY.

Dr.

To Cost of construction,	$25,101,298 90	
Real estate,	3,649,643 16	
Harsimus Cove Construction,	3,908,029 50	
Harsimus Cove—Right of way and real estate,	1,225,234 54	
		$33,884,206 10

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	$8,542,863 52	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		$11,542,863 52
Debit balance, January 1st, 1907,		$22,341,342 58

E. and O. E.

The Pennsylvania Railroad Company,
Office of Comptroller,
Philadelphia, Pa., January 31st, 1907.

M. RUBENACK,
Comptroller.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,543,492 00
Cost of road and equipments,	8,629,073 45

Dividends paid during the year 1906, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atoco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephraim, N. J.; Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J.; a distance of 167.55 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$1,134,165 78
Income from freight,	700,771 15
Income from other sources,	60,742 16
Total,	$1,895,679 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,598,097 96

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P. O. address of the above company—Kaighn's Point Ferry House, Camden, N. J. Treasurer's Office, Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this thirteenth day of February, A. D. 1907.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1907.

ACCIDENTS.

January 5th—William B. Balthaser, employe, non-fatally injured. Cleaning fire, Cape May, N. J. William Hofflinger, conductor; William B. Balthaser, engineer.

February 2d—Nicolo Mondalino, employe, fatally injured. Fell between cars, Folsom, N. J. Frank Daught, conductor; Morton Black Engineer.

February 5th—Thomas Phillips, employe, non-fatally injured. Jumping off engine, Mount Ephraim, N. J. H. Lummis, conductor; F. P. Lantry, engineer.

February 12th—Lewis Morton, employe, non-fatally injured. Struck by switch target, Camden, N. J. William Lodge, conductor; F. Laird, engineer.

February 14th—Martin Goerther, employe, non-fatally injured. Sudden application of air, Richwood, N. J. L. Allison, conductor; I. D. Fox, engineer.

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February 21st—Richard Elliott, employe, non-fatally injured. Unloading freight, Folsom, N. J. E. R. Jones, conductor; Richard Finch, engineer.

February 27th—Harry Tinson (colored), non-employe, non-fatally injured. Fell from car, Atlantic City, N. J. A. Arthur, conductor; D. Smith, engineer.

February 28th—E. Walter Payne, non-employe, non-fatally injured. Finger caught in door, Camden, N. J. E. S. Ireland, conductor; W. H. Fox, engineer.

March 6th—Michael Murray, employe, non-fatally injured. Fell over switch lever, Camden, N. J. George S. Dill, conductor; Andrew Davis, engineer.

March 7th—William R. Hummel, employe, non-fatally injured. Fell off engine, Hammonton, N. J. A. J. Johnson, conductor; William R. Hummel, engineer.

March 8th—George Purday, employe, non-fatally injured. Coupling cars, Camden, N. J. William Lodge, conductor; Fred Laird, engineer.

March 8th—Joseph Valesta, employe, non-fatally injured. Sudden application of air, Richland, N. J. H. E. Ruth, conductor; Richard Finch, engineer.

March 12th—Thomas Gray, non-employe, non-fatally injured. Struck by engine, Camden, N. J. C. P. McLain, conductor; J. W. Timmons, engineer.

March 17th—Theo. Woods, employe, non-fatally injured. Loading freight, Gloucester, N. J. Howard Lummis, conductor; Frank Lantry, engineer.

March 20th—Joseppe Costa, employe, fatally injured; Matio Shani, employe, fatally injured; Antonio Macri, employe, fatally injured. Bank caving in, Folsom Cut, N. J. ——, conductor; ——, engineer.

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April 1st—Bilando Squalaqua, non-employe, non-fatally injured. Fell under car, Winslow Junction, N. J. E. E. Smith, conductor; W. Williams, engineer.

April 15th—W. W. Whittle, non-employe, non-fatally injured. Hand caught in car door, Newtonville, N. J. F. B. E. Tompkins, conductor; Frank Hines, engineer.

April 15th—Joseph Krikozlanas, non-employe, fatally injured. Struck by engine, Camden, N. J. illiam Lodge, conductor; F. Laird, engineer.

April 18th—Lizzie Rowand, non-employe, non-fatally injjured. Jumped off train, Runnemede, N. J. N. D. Thorn, conductor; E. Fraas, engineer.

April 19th—Thomas H. Bemberick, non-employe, non-fatally injured. Finger caught in car door, Cape May, N. J. F. B. E. Tompkins, conductor; Frank Hines, engineer.

April 19th—Robert Gibbon, employe, non-fatally injured. Running over top of car, fell, Winslow Junction, N. J. E. E. Clark, conductor; Frank Hein, engineer.

April 20th—Jesse N. Wickizer, non-employe, non-fatally injured. Struck by guy rope, Tuckahoe, N. J. A. A. Sharp, conductor; William G. Hein, engineer.

April 26th—Joseph Sharpley, non-employe, non-fatally injured. Coupling cars, Camden, N. J. John Powell, conductor; Andrew Davis, engineer.

April 26th—Mrs. Agnes Zukowskai, non-employe, fatally injured. Struck by engine, Camden, N. J. ——, conductor; Edward E. Fraas, engineer.

April 30th—Egniazio Gambools, employe, non-fatally injured. Unloading ties, Brigantine Junction, N. J. ——, conductor; ——, engineer.

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May 2d—Louis H. Renard, employe, non-fatally injured. Jumping on cars, Camden, N. J. E. E. Clark, conductor; Thomas Wigglesworth, engineer.

May 8th—Walter Murphine, employe, non-fatally injured. Push pole broke, Newtonville, N. J. Frank Daughty, conductor; Charles E. Smith, engineer.

May 7th—Frank R. Blynn, non-employe, non-fatally injured. Raising coach window, Aaltantic City, N. J. A. Arthur, conductor; David Smith, engineer.

May 21st—John E. Carney, employe, non-fatally injured. Caught between car and engine, Camden, N. J. ——, conductor; ——, engineer.

May 21st—Edwin F. Moore, employe, fatally injured. Fell under car, Milmay, N. J. Elmer E. Smith, conductor; Charles E. Smith, engineer.

May 22d—Walter N. Bunning, employe, fatally injured. Struck by inter-track fence, Oaklyn, N. J. Walter N. Bunning, conductor; George S. Elderidge, engineer.

May 25th—John Walters, non-employe, non fatally injured. Struck by engine, Camden, N. J. A. J. Johnson, conductor; Edw. McConaghy, engineer.

May 30th—Frank R. Hein, employe, non-fatally injured. Fell from engine, Clementon, N. J. T. H. Ashton, conductor; Frank R. Hein, engineer.

May 31st—E. C. Kunner, non-employe, non-fatally injured; George W. Emmons, non-employe, non-fatally injured. Collision, Camden, N. J. N. Thorn, conductor; Edward Fraas, engineer.

May 29th—Ross Lynn, non-employe, non-fatally injured. Fell from car, Camden, N. J. L. Morton, conductor; F. Laird, engineer.

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June 12th—Harry Giffins, employe, non-fatally injured. Cinder in eye, Camden, N. J. F. P. Pernier, conductor; William Boyle, engineer.

June 16th—Frnak Bent, employe, non-fatally injured. Fell off car, Egg Harbor, N. J. F. W. Weigand, conductor; John Gallagher, engineer.

June 16th—Raymond Tweed, non-employe, non-fatally injured. Jumping off train, Blackwood, N. J. A. F. Arthur, conductor; Frank Lantry, engineer.

June 20th—Floyd Overton, employe, non-fatally injured. Fell in tank hole, Tuckahoe, N. J. H. E. Ruth, conductor; F. Wigglesworth, engineer.

June 22d—Harry Rosethal, employe, non-fatally injured. Fell from car, Risley, N. J. William Hofflinger, conductor; Gordon Smith, engineer.

June 13th—Alfred G. McCausland, employe, non-fatally injured. Attempting to board train, Winslow Junction, N. J. Nicholas Laycock, conductor; P. Stahlberger, engineer.

July 3d—Charles Bentley, non-employe, non-fatally injured. Raising car window, Williamstown Junction, N. J. F. P. Pernier, conductor; William B. Balthaser, engineer.

July 4th—R. P. Hoffman, non-empleye, non-fatally injured. Raising car window, Camden, N. J. Frank Daughty, conductor; Ferd. Laird, engineer.

July 8th—Maurice Keegan, employe, non-fatally injured. Fell over switch, Lawnside, N. J. Arthur J. Faber, conductor; Charles Smith, engineer.

July 13th—John Unruh, employe, non-fatally injured. Uncoupling cars, Winslow Junction, N. J. George S. Lewis, conductor; B. treadway, engineer.

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July 14th—W. H. Gahagen, non-employe, non-fatally injured. Hand caught in car door, Hammonton, N. J. A. Arthur, conductor; Theo. Lupold, engineer.

July 14th—John Herman, non-employe, non-fatally injured. Window dropped on hand, Ship Yard, N. J. Joseph E. Iredell, conductor; G. M. Smith, engineer.

July 14th—Charles A. Daugherty, non-employe, fatally injured. Struck by engine, Laurel Springs, N. J. W. H. Young, conductor; Michael Rattigan, engineer.

July 19th—H. B. Schell, non-employe, non-fatally injured. Cut by flying glass, Elwood, N. J. Josiah Lee, conductor; Samuel English, engineer.

July 21st—Morrise Stradler, non-employe, non-fatally injured. Cut by flying glass, Blue Anchor, N. J. Josiah Lee, conductor; Frank Lantry, engineer.

July 23d—Charles Milquet, non-employe, non-fatally injured. Raising window, Atlantic City, N. J. W. J. Cartwright, conductor; F. J. Briggs, engineer.

July 24th—Michael Pilla, non-employe, non-fatally injured. Struck by piece of coal, Hammonton, N. J. A. F. Arthur, conductor; Theo. Leupold, engineer.

July 25th—John J. Daubman, employe, fatally injured. Run over by engine, Cape May, N. J. ——, conductor; ——, engineer.

July 30th—David D. Smith, employe, non-fatally injured. Fell off engine, Camden, N. J. A. F. Arthur, conductor; David D. Smith, engineer.

August 4th—Miss Jean L. White, non-employe, non-fatally injured. Cut by flying glass, Winslow Junction, N. J. F. C. Simpkins, conductor; William H. Caun, engineer.

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August 11th—Samuel I. Leopold, non-employe, non-fatally injured. Raising coach windaw, Atlantic City, N. J. F. C. Simpkins, conductor; William M. Thomas, engineer.

August 13th—Mardecia Grossman, non-employe, non-fatally injured. Raising coach window, Atlantic City, N. J. F. C. Simpkins, conductor; William Caun, engineer.

August 15th—William H. Smith, employe, non-fatally injured. Fell from engine, Camden, N. J. George S. Lewis, conductor; Ira R. Rebuck, engineer.

August 21st—Robert J. Ford, employe, non-fatally injured. Fell from engine, Haddon Heights, N. J. William H. Rowand, conductor; George S. Elderidge, engineer.

August 21st, Piccola Pietro, employe, fatally injured. Struck by engine, Richland, N. J. George Danzenbaker, conductor; Louis Corson, engineer.

August 21st—Harry Feltman, non-employe, non-fatally injured. Struck by flying coal, Hammonton, N. J. A. J. Johnson, conductor; A. Hunkley, engineer.

August 23d—Sinclair Boice, employe, non-fatally injured. Fell from engine, Tuckahoe, N. J. Harvey Coverdale, conductor; George Sack, engineer.

August 27th—Frank Waugh, non-employe, non-fatally injured. Raising window, Camden, N. J. A. W. Pinkertown, conductor; E. M. Chaney, engineer.

September 3d—Thomas Bacey, non-employe, non-fatally injured. Raising coach window, Atlantic City, N. J. A. F. Arthur, conductor; E. McConaghy, engineer.

September 3d—Miss Emma Hicks, non-employe, non-fatally injured; V. Thomas, non-employe, non-fatally injured; Miss Theresa Biegenwald, non-employe, non-fatally injured; L. K.

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Moore, non-employe, non-fatally injured; Mrs. E. E. Smith, non-employe, non-fatally injured. Cut by flying glass, Brigantine Junction, N. J. A. F. Arthur, conductor; Raymond Harrison, engineer.

September 7th—Samuel Solnek, non-employe, non-fatallly injured. Struck by lamp, Blackwood, N. J. P. E. Smith, conductor; G. M. Smith, engineer.

September 15th—Miss M. Hampshire, non-employe, non-fatally injured; Frank Mauser, non-employe, non-fatally injured; Charles Durmond, non-employe, non-fatally injured; Grace Callett, non-employe, non-fatally injured; Daisy Sierer, non-employe, non-fatally injured; R. Hamilton, non-employe, non-fatally; B. Scout, non-employe, non-fatally injured; Katherine Wills, non-employe, non-fatally injured; Mrs. Samuel Cole, non-employe, non-fatally injured; Mrs. Brewer, non-employe, non-fatally injured; H. E. Smith, non-employe, non-fatallly injured; John Gardner, non-employe, non-fatally injured; Jennis Githens, non-employe, non-fatally injured; Mrs. A. M. Pine, non-employe, non-fatally injured; J. W. Green, non-employe, non-fatally injured; Dr. Endicott, non-employe, non-fatally injured; Thomas Jones, non-employe. non-fatally injured. Collision, Gloucester Junction, N. J. Philip E. Smith, conductor; Gordon M. Smith, engineer.

September 25th—Harvey Coverdale, employe, non-fatally injured. Cut by flying glass, Winslow Junction, N. J. Harvey Coverdale, conductor; George Sack, engineer.

September 28th—Dominick Flask, employe, fatally injured; Jimmy Perna, employe, fatally injured. Struck by engine, Dorothy, N. J. G. C. Taylor, conductor; J. Hand, engineer.

September 30th—W. P. Twig, non-employe, non-fatally injured. Raising coach window, Camden, N. J. B. F. Gillespie, conductor; F. R. Hein, engineer.

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October 1st—Frank Welligan, non-employe, non-fatally injured. Cut by flying glass, Brigantine Junction, N. J. G. B. McKeague, conductor; Philip Stahlberger, engineer.

October 2d—Edward P. Sickler, non-employe, non-fatally injured. Fell over baggage, Camden, N. J. N. D. Thorn, conductor; Gordon M. Smith, engineer.

October 3d—Ernest Leemon, employe, non-fatally injured. Fell from engine, Camden, N. J. ——, conductor; Theo. Leupold, engineer.

October 6th—Mrs. Mary E. Dyer, non-employe, non-fatally injured. Struck by car, Camden, N. J. H. Pavon, conductor; William Arthur, engineer.

October 9th—George Sickler, employe, non-fatally injured. Manhole lid fell on leg, Clementon, N. J. C. S. Foust, conductor; William H. Fox, engineer.

October 11th—Richard Ross, non-employe, non-fatally injured. Struck by engine, Camden, N. J. Josiah Lee, conductor; Samuel L. English, engineer.

October 14th—Lewis Hartley, non-employe, non-fatally injured. Struck by sash of car, West Collingswood, N. J. F. B. E. Tompkins, conductor; Frank Hines, engineer.

October 15th—Anton Nowak, non-employe, fatally injured; Joseph Politaski, non-employe, fatally injured; Francis Nowak, non-employe, non-fatally injured; John Politaski, non-employe, non-fatally injured. Struck by engine, Mount Ephraim Turnpike, N. J. L. E. Mood, conductor; Ephraim Bakley, engineer.

October 19th—William H. Rowand, employe, fatally injured. Caught between cars, Jefferson, N. J. William H. Rowand, conductor; George S. Eldredge, engineer.

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October 20th—Miss Agnes Weiss, non-employe, non-fatally injured. Struck by engine, Camden, N. J. B. F. Gillespie, conductor; Frank R. Hein, engineer.

October 23d—Joseph M. Randolph, Jr., employe, non-fatally injured. Fell in cab door, Palermo, N. J. John W. Little, conductor; Louis Corson, engineer.

October 26th—Frederick W. Weigand, employe, non-fatally injured. Stepped on stone, Pleasantville, N. J. Frederick W. Weigand, conductor; William Boyle, engineer.

October 28th—William Clarke, non-employe, non-fatally injured. Attempting to jump on train, Milmay, N. J. ——, conductor; ——, engineer.

October 30th—William Bauers, employe, non-fatally injured. Fell off car, Hammonton, N. J. Edward E. Clarke, conductor; William F. Doyle, engineer.

October 31st—Saul H. Steel, employe, non-fatally injured. Fell off engine, Camden, N. J. Edward E. Clarke, conductor; William F. Doyle, engineer.

November 1st—Benjamin H. Howey, employe, non-fatally injured. Jumped off car, Downer, N. J. H. Hendrickson, conductor; J. McIntire, engineer.

November 4th—Mrs. L. Whitner, non-employe, non-fatally injured. Coupling cars while getting on train, Atlantic City, N. J. Andrew J. Johnson, conductor; E. T. McConaghy, engineer.

November 18th—Mrs. Martha A. Wilson, non-employe, fatally injured. Struck by engine, Oaklyn, N. J. George W. Morrison, conductor; William R. Hommil, engineer.

November 24th—Elmer E. Smith, employe, non-fatally injured. Struck by plank, Magnolia, N. J. Elmer E. Smith, conductor; James Timmons, engineer.

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December 2d—John W. Saulter, employe, non-fatally injured. Fell off car, Hammonton, N. J. Frank Daughty, conductor; Thomas S. Wigglesworth, engineer.

December 3d—Salvatina Towan, employe, non-fatally injured. Struck by board, Camden, N. J. ——, conductor; ——, engineer.

December 4th—Morton Black, employe, non-fatally injured. Working under engine, Camden, N. J. James Black, conductor; Morton Black, engineer.

December 4th—William B. Hazzard, employe, non-fatally injured. Uncoupling cars, Haddon Heights, N. J. William B. Hazzard, conductor; Raymond Harrison, engineer.

December 5th—Edward Dayton, non-employe, non-fatally injured. Struck by engine, Atlantic City, N. J. W. M. Prosser, conductor; Thomas Collins, engineer.

December 13th—Raymond Fish, employe, non-fatally injured. Cutting cars, Camden, N. J. Michael L. Ellis, conductor; John Black, engineer.

December 14th—Saul H. Steel, employe, non-fatally injured. Shaking bar slipped, Egg Harbor, N. J. F. W. Weigand, conductor; W. F. Boyle, engineer.

December 26th—Ross Lynn, employe, non-fatally injured. Fell from car, Winslow Junction, N. J. Archie E. Beckett, conductor; Thomas J. Mahney, engineer.

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BALTIMORE AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	150,000 00
Cost of road and equipments,	$850,893 64

Dividends paid during the year 1906, and how paid—None paid.

The road extends from Cranford, N. J., to A. K. Bridge, a distance of 5.30 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from freight,	$331,796 50
Total,	$331,796 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$327,774 26

P. O. address of the above company—Chesebrough Building, No. 17 State street, New York.

State of New York, New York county, *ss.*—Geo. H. Campbell, being duly sworn, on his oath says, that he is Vice-President

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of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

GEO. H. CAMPBELL.

Sworn and subscribed before me this thirtieth day of January, A. D. 1907.

W. J. KENNEY,
Commissioner of Deeds,
City of New York.

ACCIDENTS.

Jan. 26th.—Nichola Mustachiola, slightly injured on construction train, by cable slipping. John Callahan, conductor; Frederick Green, engineman.

May 24th.—Nicholas Donegan, foot injured in yard at Cranford Junction, N. J. R. H. Taxter, conductor; ——, engineman.

June 21st.—Samuel J. Redfield, killed in Cranford Yard, N. J., while cutting cars, in motion. Leslie J. Magee, conductor; W. Belden, engineman.

Aug. 17th.—Giovano Santo, employed on construction train, slightly injured wrist while stretching cable on train. John Callahan, conductor; Frederick Green, engineman.

Nov. 9th.—Patrick Tuthill, brakeman, slightly injured whilst setting brake on box car. J. Bailey, conductor; W. Belden, engineman.

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BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Bargenat Railroad Company, presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$50,000 00

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of 7.73 miles.

It is leased to the Manahawkin and Long Beach Transportation Company at an annual rental of one hundred dollars.

It is equipped and operated by the Manahawkin and Long Beach Transportation Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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BAY SHORE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Bay Shore Connecting Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$5,000 00
Floating debt,	8,469 90
Cost of road and equipments,	$13,469 90

Dividends paid during the year 1906, and how paid—None.

The road extends from a point in the southerly property line of the Newark and New York Railroad Company, Newark, N. J., to a point in the northerly property line of the Lehigh Valley Railroad of New Jersey, at Newark, N. J., a distance of 1,194 miles.

REMARKS.

Operated jointly by Lehigh Valley Railroad Company of New Jersey and Central Railroad Company of New Jersey and included in reports of those companies.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Bay

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Shore Connecting Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS,
President.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

J. WM. ROBBINS,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in Pennsylvania.*

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

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BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,749,000 00
Floating debt—None.	
Cost of road and equipments,	$4,134,836 86

The road extends from Trenton, N. J., to Manunka Chunk, N. J., 67.40 miles; Coalport in Trenton, N. J., to East Trenton, N. J., 1.67 miles; Lambertville, N. J., to Flemington, N. J., 11.55 miles; Martins Creek, N. J., to Bangor and Portland Railway Junction, Pa., 0.29 miles. A distance of 80.91 miles.

It is leased to the United New Jersey Railroad and Canal Company, and lease assigned to the Pennsylvania Railroad Company, at an annual rental of surplus of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Belvidere Delaware Railroad Company, and that

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the foregoing is true and correct, to the best of his knowledge and belief..

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$308,203 92
Income from freight,	1,285,353 54
Income from other sources,	33,094 30
Total,	$1,626,651 76

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $1,253,619 65

Dividends paid during the year 1906, and how paid—One of 5 per cent. paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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BERGEN COUNTY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$200,000 00
Bonded debt,	200,000 00
Floating debt—None.	
Cost of road and equipments,	$613,216 78

The road extends from Rutherford to Ridgewood, a distance of 9.821 miles.

It is leased to the Erie Railroad Company at an annual rental of $24,000.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general account of that company and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the Bergen County Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1907.

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1906.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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BERGEN AND DUNDEE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company as lessees of the Bergen and Dundee Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$40,000 00

The road extends from a point on the Bergen County Railroad in Saddle River to Vreeland Lake in Passaic, N. J., a distance of 2.105 miles.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the Erie Railroad Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the Lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1907.

A. L. TRAVIS,
A Foreign Commissioner of Deeds
for New Jersey in New York

RECEIPTS AND EXPENSES FOR 1906.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad company, 11 Broadway, New York city.

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BRIGANTINE TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Brigantine Transportation Company, presents the following report for the year ending December 31st, 1906:

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—See former reports.

Dividends paid during the year 1906, and how paid—None.

The road extends from north end to south end of Brigantine Island, a distance of about seven miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

The mortgage on this company was foreclosed and the property sold and bought in by me for the benefit of the bond-

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holders in May, 1904, since which time the property has not been in operation. There is no change in the report made last year except as arises from deterioration.

JOHN O. HEALD,
Owner and Agent,
Residence 182 Park Ave., Orange, N. J.,
Business address 141 Broadway, New York City.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that is the owner and agent of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this first day of March, A. D. 1907.

E. S. Ross,
Notary Public, Rockland Co.
Certificate Filed in N. Y. County.

ACCIDENTS.

None.

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BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $21,400 00

The road extends from Greenwich to Cohansey Creek, a distance of 1.03 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed to before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

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P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	32,162 75
Cost of road and equipments,	$763,993 75

The road extends from Pavonia Station Camden, N. J., to Pemberton, N. J., 22.27 miles; 108 feet east of Birmingham, N. J., to 2,158 feet east of Birmingham, N. J., station, 0.39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.11 miles; a distance of 29.77 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company at an annual rental of six per cent. on capital stock, four per cent. on the funded debt, taxes and $500 for maintaining the organization.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the

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Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$152,577 69
Income from freight,	108,830 94
Income from other sources,	49,528 11
Total,	$310,936 74

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$294,601 14
Dividends paid during the year 1906, and how paid—Two of three per cent. each, payable in cash.	

P. O. address of this company—Broad Street station, Philadelphia, Pa.

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CAPE MAY, DELAWARE BAY AND SEWELL'S POINT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$325,165 23

Dividends paid during the year 1906, and how paid—None.

The road extends from Cape May City, N. J., to Cape May Point, N. J.; Sewell's Point, N. J., a distance of 6.94 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$18,686 23
Income from other sources,	4,606 40
Total,	$23,292 63
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$27,049 43

P. O. address of the above company—Kaighn's Point Ferry House, Camden, N. J.

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State of Pennsylvania, Philadelphia county, *ss.*—George Zeigler, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER.

Sworn and subscribed before me this ninth day of February, A. D. 1907.

C. K. KLINK,
Notary Public.
My Commission Expires April 18, 1907.

ACCIDENTS.

July 23d, 1906—William Ginsburg, non-employe, non-fatally injured. Register fell down, Cape May, N. J. Arthur Jackson, conductor; ———, motorman.

August 10th—Mrs. C. Dieckson, non-employe, non-fatally injured. Brake handle turning, Cape May, N. J. L. R. James, conductor; Charles Search, motorman.

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CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ...	$23,600 00

The road extends from Carteret to Staten Island Sound, a distance of 1.82 miles.

It is equipped and operated by the The Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS

Included in the report of the Central Railroad Company of New Jersey, if any.

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CARTERET AND SEWAREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $24,800 00

The road extends from Liebig's to Port Reading Railroad tracks, a distance of 1.25 miles.

It is equipped and operated by the The Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Beisler, being duly sworn, on his oath says, that he is Vice-President of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York city.

ACCIDENTS

Included in the report of the Central Railroad Company of New Jersey, if any.

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CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1906:

Capital Stock paid in,	$27,436,800 00
Bonded debt,	54,430,000 00

Dividends paid during the year 1906, and how paid—Four (4) of two (2) per cent. each; in all eight (8) per cent. on par value of stock. Paid in cash.

The main line of the road extends from Jersey City to Phillipsburg, 72.30 miles, with branches as follows:

	Miles.
Elizabethport to Brills,	5.51
Elizabethport to loop,	3.02
Communipaw to Newark (formerly Newark and New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.57
Centreville to Constable Hook (formerly Constable's Hook Railroad),	1.95
Brills to Passaic river (formerly Manufacturers' Railroad),	1.68
Somerville to Flemington (formerly South Branch Railroad),	15.78
High Bridge to Wharton (formerly High Bridge and Longwood Valley Railroads),	25.17
German Valley to Chester (formerly High Bridge Railroad),	4.51
Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad),	5.56
Spur—Avenue A, Bayonne, to Safety Insulated Wire and Cable Co.'s Works,	0.45
Spur—Avenue A, Bayonne, to Avenue C,	0.60

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	Miles.
Spur—Phillipsburg to Ingersoll-Sargeant Drill Works,	0.75
Spur—To Feigenspan's Brewery, Newark,	0.37
Spur—To Bay Shore Connecting Railroad, Newark,	0.15
A total length of,	156.59

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$3,248,475 54
Income from freight,	8,000,975 99
Income from other sources,	2,673,012 22
Total,	$13,922,463 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,379,393 58

Included in the operating of this company are the receipts and expenditures of the following companies:

Carteret and Sewaren Railroad Company,
Carteret Extension Railroad Company,
Dover and Rockaway Railroad Company.
Elizabeth Extension Railroad Company,
Hibernia Mine Railroad Company,
Lafayette Railroad Company,
Manufacturers' Extension Railroad Company,
Middle Brook Railroad Company,
Middle Valley Railroad Company,
New Jersey Terminal Railroad Company.
Ogden Mine Railroad Company,
Raritan North Shore Railroad Company,
Sound Shore Railroad Company,
West Side Connecting Railroad Company.

P. O. address of the above company—No. 143 Liberty street, New York City.

State of New York, New York county, *ss.*—Geo. F. Baer, being duly sworn, on his oath says, that he is President of the Central Railroad Company of New Jersey, and that the foregoing

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statement and the annexed statement of accidents during the year 1906 are correct and true, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 16th, 1906—Edward Clark, driller, injured at Newark. Engineer, T. Simms; conductor, W. McKay.

January 25th—A. F. Hoppe, driller, injured at West Eighth street. Engineer, S. Eckman; conductor, A. Beck.

January 29th—A. Kaus, head driller, injured at Ferry street, Newark. Engineer, H. Smith, conductor, A. Kaus.

February 19th—Jas. Cusick, brakeman, injured at Plainfield. Engineer, Wm. Murphy; conductor, C. H. Dineen.

February 20th—Wm. Robinson, brakeman, injured at West End Avenue Yard. Engineer, Wm. Hoppler; conductor, C. R. Cole.

February 26th—J. Clement, brakeman, injured at Perth Amboy. Engineer, R. Mills; conductor, E. Manning.

March 13th—M. T. Lees, brakeman, injured at Jersey City. Engineer, W. Wahl; conductor, J. J. Spellman.

March 30th—John Skinner, brakeman, injured at Phillipsburg. Engineer, Wm. House; conductor, John Warner.

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April 29th—Wm. R. Moore, driller, injured at Jersey City Passenger Yard. Engineer, R. Loshen; conductor, Jas. Lott.

June 20th—T. Giblin, driller, injured at Jersey City Freight Yard. Engineer, N. O'Neil; conductor, C. O'Neil.

July 23d—Wm. J. Rose, driller, injured at Jersey City Freight Yard. Engineer, R. Loshen; conductor, W. J. Rose.

July 31st—John Bligh, driller, injured at West Side avenue. Engineer, M. Shick; conductor, J. E. Reynolds.

August 5th—M. Corbin, brakeman, injured at Port Reading Crossing. Engineer, S. Walters; conductor, L. Holmer.

September 28th—Jos. Cosmos, driller, injured at Avenue Yard Elizabeth. Engineer, E. Poda; conductor, John J. Lang.

October 5th—W. M. Eick, brakeman, injured at Perth Amboy. Engineer, F. Bogart; conductor, Prendergost.

October 10th—W. J. Rose, brakeman, injured at Jersey City Yard. Engineer, R. Loshen; conductor, H. Schaler.

October 14th—Henry C. Lapp, brakeman, injured at Jersey City Passenger Yard. Engineer, Chas. Schroll; conductor, Robert Pierson.

October 30th—John Hackett, brakeman, injured at Bloomsbury. Engineer, James Mays; conductor, Edward Snyder.

Collisions—Employes.

January 22d, 1906—Jas. VanAtta, engineer, and B. Loshen, fireman, injured at Plainfield. Engineers, J. VanAtta, N. Murphy and E. Mahoney; conductors, C. H. Dineen and H. D. Staats.

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January 26th—Jos. Kubelik, car cleaner, injured at Jersey City Passenger Yard. Engineer, R. Loshen; conductor, T. B. O'Connor.

February 17th—L. Smith, engineer, injured at Hampton. Engineer, J. Eveland and L. Smith; conductors, B. Bird and R. Burrough.

March 8th—M. Barane, freight handler, injured at Bound Brook. Engineer, B. Painter; conductor, J. Degnan.

March 26th—H. S. Painter, engineer, and Conductor John Degnan, injured at Bound Brook. Engineers, H. S. Painter and Robert Wilkinson; conductors, John Degnan and J. F. Eddy.

July 18th—J. S. Moyer, conductor, injured at High Bridge. Engineers, W. E. Wolf and C. S. Voorhees; conductors, J. S. Moyer and A. Smith.

August 17th—Frank R. Naylor, engineer, injured at Somerville. Engineers, F. R. Naylor and W. S. Devine; conductors, C. Dodwell and J. Roach.

October 10th—J. H. Smith, brakeman, injured at N. J. Zinc Co's trestle, Manufacturing Branch, Newark. Engineer, Wm. Grant; conductor, F. Slack.

October 14th—E. Smith, brakeman, injured at East Twenty-second street. Engineers, W. Leopold and W. Stiner; conductors, W. Culver and E. Landrigan.

November 24th—F. Williard, brakeman, injured at Hampton. Engineers, W. L. McMahon and P. V. Stroble; conductors, S. F. Danegan and L. Bowlby.

November 24th—John C. Deu, brakeman, injured at Hampton. Engineers, W. L. McMahon and P. V. Stroble; conductors, S. F. Danegan and L. Bowlby.

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December 8th—G. Opdyke, engineer, injured at Elizabethport. Engineers, G. Opdyke and J. O'Neil; conductors, J. Swartz and M. Haggerty.

December 9th—J. Mundie, engineer, injured west of White House. Engineers, J. Mundie and J. Mays; conductors, C. F. McAtee and W. Meyers.

December 9th—A. Wetzel, fireman, injured west of White Houes. Engineers, J. Mundie and J. Mays; conductors, C. F. McAtee and W. Meyers.

Collisions—Non-employes.

January 15th, 1906—G. C. Slade, passenger, injured at Lawrence street yard, Newark. Engineer, Henry Willever; conductor, Patrick O'Hearn.

February 19th—Mrs. J. H. Morgan, passenger, injured at Jersey City. Engineer, C. Schroll; conductor, T. J. Finley.

Derailments—Employes.

January 17th, 1906—Albert Johnson, fireman, killed, Everett Gordon, engineer, injured, at Brills Junction. Engineer, E. Gordon; conductor, H. A. Boyd.

Derailment—Non-Employes.

January 17th, 1906—M. C. Tompkins, passenger injured at Brills Junction. Engineer, E. Gordon; conductor, H. A. Boyd.

Falling from Trains, Locomotives or Cars—Employes.

January 11th 1906—J. J. Lang, driller, injured at Elizabethport. Engineer, William Hopler; conductor, E. Youngkin.

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January 27th— J. J. North, brakeman, injured at Jersey City, Engineer, L. LaBarre; conductor, Edward Sherry.

February 5th—J. J. Harrington, brakeman, injured at West 8th street. Engineer, W. H. Smith; conductor, W. A. Wise.

February 23d—S. Ambramowitz, brakeman, injured at Jersey City Frt. Yard. Engineer W. N. Smith; conductor, N. S. Wilson.

February 26th—H. H. Hall, brakeman, injured at County Line. Engineer, Joseph McCallion; conductor, J. D. Kane.

March 12th—W. Dunn, fireman, injured at Dover. Engineer, C. D. Bowe; conductor, B. Bird.

March 12th—E. S. Carey, brakeman injured at Phillipsburg. Engineer, J. Fleet; conductor, M. L. Young.

March 15th—William Cahalan, driller, injured at Jersey City. Engineer, H. Redder; conductor, A. Bradley.

March 15th—Andrew Sedler, track walker, killed at Brills, Engineer, H. Smyth; conductor, A. Kaus.

March 17th—Timothy Liddy, brakeman, injured at Bayway, Engineer, A. Schank; Conductor, G. E. Garard.

March 21st—F. Barber, fireman, injured at East 22d street, Engineer, C. E. Felty; conductor, James Corrigan.

March 28th—W. H. Sicker, driller, injured at Elizabethport. Engineer, George Wenke; conductor, F. Simon.

March 30th—William Kiley, conductor, injured at Califon. Engineer, C. D. Bowe; conductor, William Kiley.

May 24th—Butler, laborer, injured at Roselle. Engineer, W. Garrity; conductor, W. W. Barnes.

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May 24th—John Fleet, engineer, injured at Phillipsburg. Engineer, John Fleet; conductor, Peter Bloom.

June 6th—Frank Henry, fireman injured at Jersey City yard. Engineer, William P. Young; conductor, Jerry Kelleher.

June 9th—Edw. Burke, driller, injured at Jersey City Frt. Yard. Engineer, J. Allen; conductor, B. Meyers.

Falling From Trains, Locomotives or Cars—Non-Employes.

March 2d, 1906—Two unknown men, injured at East Ferry street. Engineer, M. Kennedy; conductor, J. K. Shearn.

April 13th—Carl Anderson, passenger, injured at East 33d street. Engineer, P. Gilmore; conductor, W. Shaw.

April 20th—Joseph Tempana, passenger injured at West Side avenue. Engineer, S. Lowery; conductor, S. L. Piatt.

April 29th—Mrs. A. A. Hartley, passenger, injured at Jersey City. Engineer, O. Sinclair; conductor, J. R. Day.

May 6th—Martin VanFleet, trespasser, killed near County Line. Engineer, G. A. Toots; conductor, H. L. Hontz.

May 20th—M. Greeley, tresspasser, injured at West 8th street. Engineer, B. McDonald; conductor S. Raub.

November 11th—J. Jacolsky, trespasser, injured at Brills Junction. Engineer, C. Foster; conductor, J. W. Eggers.

November 27th—Samuel Woodruff, trespasser, injured at Phillipsburg. Engineer, J. Fleet; conductor, M. L. Young.

December 24th—John Kocoasek, passenger injured between El Mora and Lorraine. Engineer, G. S. Hahn; conductor, P. Gilmore.

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Attempting to Board or Alight From Trains, Locomotives or Cars—Employees.

January 17th, 1906—Harry Schultz, car cleaner injured at Jersey City. Engineer, J. W. Waite; conductor, ———.

January 19th. Thomas Titus, call boy, injured at Phillipsburg. Engineer, W. H. Bodine; conductor, Jno. O'Hara.

January 29th—J. F. Garvis, brakeman, injured at Jersey City. Engineer, W. H. Condit; conductor, Morgan Williams.

February 3d—L. Bowlby, brakeman, injured at High Bridge. Engineer, J. Dineen; conductor, L. Stametz.

February 4—John Stewart, brakeman, injured at Phillipsburg. Engineer, O. Sinclair; conductor, C. Fishbough.

April 16th—J. Ashe, brakeman, injured at East End Avenue Yard, Elizabethport. Engineer, A. Mulford; conductor, James D. Kane.

May 2d—John F. Hanigan, flagman, killed at Greenbrook. Engineer, E. Bowers; conductor, W. M. Thomas.

July 2d—L. Sterling, brakeman, injured at Somerville. Engineer, G. Opdyke; conductor, W. H. Snyder.

September 9th—Charles A. Williams, driller, injured at Jersey City Yard. Engineer, William Anderson; conductor, Ray T. Rose.

September 13th—M. Rismiller, brakeman, injured at Phillipsburg. Engineer, W. Kelly; conductor, E. Winlon.

October 1st—John K. Vail, brakeman, injured at Avenue Yard, Elizabethport. Engineer, P. H. Willever; conductor, P. O'Hearn.

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October 13th—Frank Hill, driller injured at Jersey City Frt. Yard. Engineer, John Allen; conductor, G. L. Douglas.

October 20th—Grover Clawson, brakeman, injured at Rockaway. Engineer, E. Butler; conductor, R. J. Ayres.

November 8th—Nicholas Carpenter, laborer, injured at Jersey City Passenger Yard.

December 24th—P. Mooney, driller, injured at East 22d Street Yard, Bayonne. Engineer, S. Eckman; conductor, G. B. Edwards.

December 25th—Olin J. Hance, fireman injured at Jersey City Train Shed. Engineer, P. Gilmore; conductor, ——— ———.

Attempting to Board or Alight From Trains, Locomotives or Cars—Non-Employees.

January 5th, 1906—Betty Whitehead, passenger injured at Grant Avenue. Engineer, M. Mayerthan; conductor, D. B. Aller.

January 10th—Andrew Kenny, trespasser, injured at Somerville. Engineer, ——— ———; conductor, ——— ———.

January 12th—Max Corn, tresspasser, injured at Newark. Engineer, A Kennedy; conductor, J. L. Shearn.

January 15th—W. Longheed, passenger injured at Jackson avenue. Engineer, W. Bennett; conductor, T. J. McCabe.

January 23d—Henry Carkhiff, passenger injured at White House. Engineer, B. Flynn; conductor, S. Waidman.

January 29th—Charles Gunther, passenger injured at East 22d street. Engineer, W. J. Smith; conductor, G. B. VanNortwick.

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January 30th—W. Bloebe, passenger, injured at Jackson avenue. Engineer, S. Lowry; conductor, P. Backer.

February 3d—Amy Cuddy, passenger, injured at Clinton avenue. Engineer, P. Eder; conductor, F. VanAtta.

February 15th—Unknown passenger, injured at Jersey avenue. Engineer, W. Furgeson; conductor, H. A. Boyd.

February 16th—Joseph Mathers, passenger, injured at Elizabethport. Engineer, G. Wahl; conductor, J. L. Hunt.

February 19th—A. R. Perrine, passenger injured at Newark. Engineer, W. Ahler; conductor, C. S. Stokes.

February 22d—W. Coyle, passenger injured at Oak Island Junction. Engineer, P. H. Willever; conductor, Patrick O'Hearn.

February 24th—Mrs. Joseph Rogers, passenger injured at Cranford. Engineer, F. Wynkoop; conductor, M. L. Rarick.

February 27th—H. W. Gardner, passenger, injured at Roselle, Engineer, J. Lutz; conductor, J. R. Day.

February 27th.—Leslie A. Banker, passenger, injured near Cranford. Engineer, F. Whynkoop; conductor, M. L. Rarick.

April 6th—Patrick J. Donovan, passenger, injured at Port Reading. Engineer, G. W. Ahle; conductor, J. L. Hunt.

April 18th—Mrs. Lucy Friedlander, passenger, injured at Jersey City Terminal. Engineer, F. W. Wynkoop; conductor, W. Creveling.

Struck by Overhead and Other Obstructions—Non-employees.

January 27th, 1906—John McElwee, trespasser, killed near West 8th street. Engineer, B. Bodine; conductor, A. B. Apgar.

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January 27th—A. Banker, passenger, injured at Elizabeth. Engineer, F. Whynkoop; conductor, M. L. Rarick.

July 3d—John Mattis, engineer, injured at West 8th street, by tell-tale. Engineer, John Mattis; conductor, A. Reid.

Overhead and Other Obstructions—Employes.

January 1st, 1906—Claude Grow, brakeman, killed at Elizabeth. Engineer, P. Gillispie; conductor, W. Mullen.

January 7th—Jas. H. Forbes, brakeman, injured at Bound Brook. Engineer, P. W. Whitall; conductor, G. B. McAlpine.

January 13th—Thos. Aheron, driller, injured at Jersey City Float Bridges. Engineer, R. E. Gochner; conductor, William Schafer.

January 17th—Edwin Robbins, brakeman, injured at Jersey City. Engineer, D. S. Wack; conductor, J. Nickole.

February 17th—F. L. Vandeveer, brakeman, injured at Carteret. Engineer, G. R. Rowland; conductor, Ezra Queen.

March 10th—F. K. Wilcox, engineer, injured at Greenville. Engineer, F. K. Wilcox; conductor, W. J. Sheehan.

March 22d—S. Culligan, driller, injured at West Eighth street. Engineer, W. Smith; conductor, H. A. Wise.

June 11th—Geo. B. Lawson, clerk, injured at Madison Avenue Bridge, Elizabeth. Engineer, Thos. Bowe; conductor, C. C. McGinty.

July 5th—Irving Stoothoff, fireman, killed at Ferry street, Newark. Engineer, Wm. Hopler; conductor, C. R. Cole.

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July 27th—Geo. Kopf, fireman, killed at Ludlow. Engineer, Geo. DeLong; conductor, Jos. Swartz.

July 31st—Wm. Stillwagon, fireman, injured at Jersey City Terminal. Engineer, B. Munn.

September 19th—H. P. Ianson, brakeman, injured at Finderne. Engineer, Wm. Garrity; conductor, M. L. Rarick.

September 21st—Harry Bodine, brakeman, injured at High Bridge. Engineer, Geo. Vaught; conductor, E. H. Vernon.

September 26th—R. F. Brendell, brakeman, injured at Elizabethport. Engineer, Jas. Stephan; conductor, R. J. Hillman.

October 29th—A. C. Leveritt, driller, injured at East End Avenue Yard, Elizabethport. Engineer, A. Schanck; conductor, G. E. Gerard.

November 21st—J. Allen, engineman, injured at Jersey City Freight Yard. Engineer, J. Allen; conductor, F. Eisenhauer.

Struck by Trains, Locomotives or Cars at Stations—Non-employes.

January 22d, 1906—H. M. Williams, trespasser, killed at East Twenty-second street. Engineer, Geo. DeLong; conductor, N. Muller.

February 5th—John Gallagher, trespasser, injured at West Eighth street. Engineer, N. Cobson; conductor, W. Chambers.

February 27th—W. E. Gibbons, passenger, injured at East Thirty-third street. Engineer, T. Bradshaw; conductor, G. Terrill.

March 5th—Daniel Gallagher, passenger, injured at Jackson avenue. Engineer, O. Fomer; conductor, W. E. Case.

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March 9th—Jno. Karcaro, trespasser, injured at East Twenty-second street. Engineer, R. Mutchlitz; conductor, F. McNelis.

April 12th—John Hemiliski, trespasser, killed at Jersey City. Engineer, Robert Linsey; conductor, J. V. Lindley.

June 10th—Wm. Yockel, passenger, killed at Spring street, Elizabeth. Engineer, W. J. Smith; conductor, L. P. Titus.

June 23d—John McKinnon, tresspasser, killed at Greenbrook. Engineer, Geo. Leggett; conductor, James Walker.

July 7th—Stephan Griyel, trespasser, injured at Woodbridge Junction. Engineer, L. Clarke; conductor, T. J. Duane.

July 10th—A. M. Srecker, trespasser, injured at East Twenty-second street. Engineer, E. Gordon; conductor, J. Herbert.

July 14th—Unknown man killed at Spring street, Elizabeth. Engineer, W. Hopler; conductor, C. R. Cole.

August 29th—Michael Daly, trespasser, injured at Bound Brook. Engineer, J. Moyer; conductor, W. Fisher.

September 13th—Mrs. Apolonija Orzichaska, trespasser, injured at Elizabethport. Engineer, John Devine; conductor, Edw. May.

September 17th—Chas. A. Reid, trespasser, killed at East Forty-ninth street. Engineer, C. Hodge; conductor, F. P. Fairbanks.

September 26th—Unknown man, trespasser, killed at East Thirty-third street. Engineer, H. Stem; conductor, John Messer.

October 9th—John Penton, trespasser, killed at Fanwood. Engineer, George Weller; conductor, L. P. Titus.

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November 4th—Mrs. Anna Schnabel, passenger, killed at Spring street, Elizabeth. Engineers, J. Costello and J. Osmun; conductor, T. Liddy.

On or About Trains, Locomotives or Cars—Employes.

January 31st, 1906—Wm. McKay, driller, injured at Newark. Engineer, F. Rehm; conductor, F. Slack.

March 4th—W. Galvin, brakeman, injured at Garwood. Engineer, Jos. McCallion; conductor, F. Jenkins.

April 1st—Lloyd Bowlby, brakeman, injured at Rockaway. Engineer, J. Dineen; conductor, L. Stanetz.

April 9th—Thos. Aherson, driller, injured at Jersey City Float Bridges. Engineer, Harry Redder; conductor, H. L. Barrow.

April 20th—J. J. Leonard, brakeman, injured at Cranford Junction. Engineer, P. R. Walters; Conductor, N. M. Pidcock.

June 20th—Wm. F. Gray, brakeman, injured at Avenue Yard, Elizabethport. Engineer, Thos. McCarthy; conductor, K. Matthews.

June 22d—B. V. Meters, conductor, injured at Jersey City Freight Yard. Engineer, John Allen; conductor, B. V. Meters.

June 29th—C. Williams, brakeman, injured at Jersey City Freight Yard. Engineer, H. Redder; conductor, M. Lyman.

July 22d—Geo. Keller, driller, injured at East Twenty-second Street Yard. Engineer, W. L. Smith; conductor, T. K. Young.

August 16th—Wm. G. Balfour, brakeman, injured at Elizabethport by being squeezed between two cars. Engineer, F. C. Paulman; conductor, P. J. Cahill.

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September 12th—John Stadnecsek, car inspector, injured at Elizabethport. Engineer, Wm. Hopler; conductor, C. R. Cole.

September 13th—Edw. J. Donnelly, laborer, injured at Elizabethport Transfer by stepping on sharp point of iron gate of shipment in car.

September 15th—Okey Burnton, passenger brakeman, injured at Somerville. Engineer, E. Mahoney; conductor, H. D. Staats.

September 16th—Albert Erickson, fireman, injured account sudden jar of engine at Phillipsburg. Engineer, J. Mays; conductor, E. Snyder.

Struck by Trains, Locomotives or Cars at Crossings—Employes.

June 2d, 1906—J. J. Murphy, driller, injured at Jersey City Freight Yard. Engineers, H. Rader and H. Tomey; conductor, M. Lyman.

June 28th—John Yonchob, laborer, killed at Fanwood. Engineer, Geo, Weller; conductor, L. P. Titus.

Struck by Trains, Locomotives or Cars at Crossings—Non-employes.

January 10th, 1906—Joseph Fox, trespasser, injured at Sewaren. Engineer, C. Pittinger; conductor, W. Creveling.

July 1st—Theresa Ritarazy, trespasser, killed at Schiller street, Elizabeth. Engineer, C. Foster; conductor, F. S. Lewis.

July 12th—Chas. Fuller, trespasser, injured at Johnston avenue road. Engineer, A. Quaife; conductor, Y. McGuinniss.

July 17th—Katie Stranig, trespesser, injured at Elizabeth avenue. Engineer, W. Jacobus; conductor, J. L. Hunt.

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July 20th—Benj. Mitchell, trespasser, killed at Elizabeth avenue. Engineer, W. L. Nivison; conductor, C. A. Wyatt.

August 8th—Virginia Schnider, trespasser, killed at Elizabeth avenue. Engineer, C. Hodge; conductor, W. A. Hayes.

August 25th—James Oates, trespasser, injured at Schiller street, Elizabethport. Engineer, ———; conductor, ———.

August 29th—Jas. O'Hara, trespasser, injured at Claremont. Engineer, W. H. Stiner; conductor, H. A. Wise.

September 29th—Wm. Morgan, trespasser, killed at Washington street, Perth Amboy. Engineer, Chas. Pittinger; conductor, W. Creveling.

September 29th—Saml. Klein, trespasser, killed at Washington street, Perth Amboy. Engineer, Chas. Pittinger; conductor, W. Creveling.

October 8th—Thomas Meskill, trespasser, killed at Garfield avenue, Arlington. Engineer, F. White; conductor, S. Waidman.

October 11th—J. J. McCaffery, trespasser, injured at Schiller street, Elizabeth. Engineer, P. H. Willever; conductor, P. O'Hearn.

October 23d—D. J. Walch, trespasser killed at 14th street, Bayonne. Engineer, Geo. Leggett; conductor, W. S. Campbell.

October 24th—Andrew Kitrich and James Murphy, trespassers, injured at Pacific avenue, Jersey City. Engineer, H. Prime; conductor, L. Shipton.

Struck by Trains, Locomotives or Cars at Points Along the Line—Non-employes.

January 3d, 1906—Geo. Farrell, trespasser, killed at Elizabethport. Engineer, G. Koehler; conductor, P. Malley.

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January 5th—Geo. E. Kingsley, trespasser, injured at Elizabethport. Engineer, W. N. Dunham; conductor, J. L. Shearn.

January 6th—J. Sauer, trespasser, injured at East Ferry street, Newark. Engineer, M. Kennedy; conductor, J. L. Shearn.

January 9th—Unknown man killed at Claremont. Engineer, Frank Riddle; conductor, F. W. Shinafield.

January 17th—Chas. Woessner, trespasser, killed, and Chas. Harter, trespasser, injured, at East Ferry street, Newark. Engineer, S. Lowery; conductor, C. S. Stokes.

January 23d—Waltslaw Midersch, trespasser, killed at Bayway. Engineer, C. Hodge; conductor, F. P. Fairbanks.

January 28th—Unknown man, trespasser, killed at West 8th street. Engineer, R. Muschiltz; conductor, C. Bennis.

February 8th—Unknown passenger killed at Arlington avenue. Engineer, W. Dunham; conductor, C. S. Stokes.

February 20th—John Rice, trespasser, injured at German Valley. Engineer, C. D. Bowe; conductor, D. C. Poole.

February 22d—Wm, Coyle, trespasser, injured at Oak Island Junction. Engineer, C. H. Willever; conductor, P. O'Hearn.

February 28th—Davis Errickson, passenger, killed at Garwood. Engineer, B. Munn; conductor, Geo. Jenkins.

March 5th—John Broski, trespasser, killed at East 22d street. Engineer, F. Arnold; conductor, H. Weichman.

March 15th—Harry Snyder, passenger, injured at Middle Valley. Engineer, H. Miller; conductor, ———.

March 21st—V. Francesso, trespasser, killed at Garwood. Engineer, M. Cury; conductor, J. O'Hara.

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April 2d—John Miskel, trespasser, killed at Newark bay bridge. Engineer, P. Eder; conductor, C. Dodwell.

April 4th—Wm. Knowsky, trespasser, killed at West 8th street. Engineer, J. V. Waite; conductor, M. A. Knapp.

Struck by Trains, Locomotives or Cars at Points Along the Line—Employes.

January 6th, 1906—Levi Dalrymple, brakeman, injured at Phillipsburg. Engineer, W. F. Herbert; conductor, A. Morrow.

January 11th—M. Sullivan, track walker, killed near East 22d street. Engineer, W. H. Smith; conductor, J. J. Harrington.

January 16th—Tony Ditto and Philip Necco, laborers, killed at High Bridge. Engineer, A. Weaver; conductor, Geo. Bullock.

January 22d—Wm. Mullen, sectionman, and M. Fahley, section foreman, injured at Phillipsburg. Engineer, Wm. Herman; conductor, A. Morrow.

January 27—Peter Osker, track walker, injured at Roselle. Engineer, T. Hartzell; conductor, H. D. Staats.

February 20th—Harry T. Cahill, brakeman, injured at Newark. Engineer, M. J. Kennedy; conductor, J. L. Shearn.

February 23d—L. Devirego, sectionman, injured at Plainfield. Engineer, A. Martin; conductor, P. Cowell.

March 7th—Benj. Hackett, fireman, injured at Phillipsburg. Engineer, C. Weisel.

March 15th—Wm. Grimm, engineer, injured at Phillipsburg. Engineer, R. Bonner; conductor, J. Hulsizer.

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March 24th—Walter Smalley, carpenter, injured by train No. 12 at West 8th street.

March 25th—John Regan, brakeman, killed at Elizabethport yard. Engineer, Thos. McCarthy; conductor, K. Matthews.

March 25th—John McGuire, brakeman, injured at Avenue yard. Engineer, J. VanCleef; conductor, J. McKay.

July 14th—Chas. Balash, laborer, killed at Sewaren. Engineer, W. Bennett; conductor, T. J. McCabe.

July 26th—Michael Hokar, laborer, killed near Fanwood. Engineer, Chas. Carey; conductor, M. Weller.

August 8th—Jos. Duallott, laborer, killed near East 49th street, Bayonne. Engineer, W. Jacobus; conductor, J. L. Hunt.

August 11th—Frank Cocoko, laborer, killed near Fanwood. Engineer, N. Waite; conductor, W. F. Flynn.

August 16th—James Burns, laborer, killed at Claremont. Engineer, ———; conductor, A. J. Shainline.

On or About Trains, Locomotives or Cars—Non-employes.

February 1st, 1906—Mrs. J. Collock, trespasser, injured at Elizabethport. Engineer, C. Husbands; conductor, W. Oakes.

March 2d—Miss Peters, passenger, injured at East 49th street. Engineer, A. Errickson; conductor, W. J. Sheehan.

March 5th—Wm McDonald, trespasser, injured at Caven Point. Engineer, Wm. Lewis; conductor, Chas. Shields.

April 20th—Edw. Oakstacts, trespasser, injured at 1st street, Elizabethport. Engineer, C. Husbands; conductor, F. Simon.

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May 15th—Edwin Ross, trespasser, injured at Perth Amboy. Engineer, D. Healey; conductor, E. J. Gallagher.

August 2d—John Durkin, unloading freight from car at Newark, was injured when engine hit cars. Engineer, Frank McPeak; conductor, Peter G. Young.

August 24th—Raffaelo Caruco, while unloading some pig iron from car at Elizabethport, was killed. Engineer, J. J. Lanson; conductor, J. J. Degnan.

October 15th—Williamson Forrester, injured at Jersey City freight yard. Engineer, Wm. Anderson; conductor, S. F. Abramowitz.

December 7th—P. McNally, teamster, injured at Jersey City float bridges. Engineer, J. Fink; conductor, J. Coriell.

Persons Found Killed or Injured, Supposed to Have Been Struck by Trains.

February 20th—Unknown man killed at Bound Brook. Engineer, Wm. McGinley; conductor, F. McNelis.

April 18th—J. M. Burns, trespasser, killed at Jersey City tower. Engineer, ———; conductor, ———.

April 11th—Earl VanNest, passenger, killed at East Ferry street. Engineer, M. Kennedy; conductor, J. L. Shearn.

April 18th—John Smith, injured near Cranford. Engineer, ———; conductor, ———.

Mary 14th—Wm. McCulligan, trespasser, injured at Avenue Yard, Elizabethport. Engineer, ———; conductor, ———.

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June 27th— ——— Blaurick, killed at Avenue Yard, Elizabethport. Engineer, A. Schank; conductor, G. E. Garard.

August 26th—Unknown man, trespasser, killed west of Bound Brook. Engineer, ———; conductor, ———.

August 28th—Peter Beyer, laborer, injured at Dock No. 5, Jersey City. Engineer, F. Daly; conductor, Geo. Hart.

September 9th—Unknown man (colored) trespasser, killed at West 8th street. Engineer, ———; conductor, ———.

September 22d—Mrs. Alletia M. Houghwont, trespasser, killed at Lorraine. Engineer, ———; conductor, ———.

October 27th—Ettone DeCaroli, trespasser, killed at Hall avenues, Perth Amboy. Engineer, ———; conductor, ———.

December 11th—John Mancino, trespasser, killed at Jersey avenue, Jersey City. Engineer, ———; conductor, ———.

December 13th—Unknown man, trespasser, killed at Jersey avenue, Jersey City. Engineer, ———; conductor, ———.

December 16th—Michael Gleason, trespasser, killed at Greenville. Engineer, ———; conductor, ———.

Other Causes—Employes.

February 21st, 1906—L. Hahn, brakeman, injured at Claremont. Engineer, J. Burke; conductor, S. W. Raub.

July 5th—Dennis Farrell, chef, scalded by pail of hot water being spilled while cars were being drilled in Jersey City yard. Engineer, A. Quaife; conductor, G. Porter.

July 9th—Angelo Comfort, laborer, injured at Elizabethport transfer by piece of freight falling on his left foot and mashing

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four toes, caused by drilling of cars. Engineer, ———; conductor, ———.

August 14th—Edward Kelly, fireman, and Geo. Teets, engineer, (not on duty), killed at Fanwood by escaping steam. Engineer, N. Sheridan; conductor, Philip Backer.

August 25th—John Donnellon, foreman, killed by engine at Fiddlers shop. Engineer, Irvin Funk.

Other Causes—Non-employes.

January 20th, 1906—H. V. Lough, passenger, injured at Greenville. Engineer, ———; conductor, ———.

January 27th—Mrs. J. R. Holcombe, passenger, injured at Grant avenue. Engineer, N. Cobson; conductor, W. Chambers.

February 2d—John McNamara, trespasser, killed in Phillipsburg yard. Engineer, W. House; conductor, J. Warner.

February 10th—C. Gallion, passenger, injured at East 22d street. Engineer, Watson; conductor, W. Henry.

February 15th—Messrs. W. C. Southwick, H. A. Barker and Dr. T. M. A Heron, passengers, injured at Lincoln. Engineer, M. A. Subbs; conductor, J. McGuire.

March 5th—Unknown man, injured, at Elizabethport. Engineer, C. Mason; conductor, J. A. Hess.

March 23d—Wm. Link, trespasser, injured at Elizabethport. Engineer, N. Sheridan; conductor, G. Terrill.

March 26th—D. Bender, trespasser, killed at Vulcanite. Engineer, C. Carey; conductor, W. S. Campbell.

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April 12th—Miss Mundy, passenger, injured at Somerville. Engineer, E. Hurff; conductor, W. W. Barnes.

April 27th—James Butler, passenger, injured at West 8th street. Engineer, T. P. Benjamin; conductor, W. Shaw.

October 6th—Unknown colored man, trespasser, killed, found near Elizabethport. Engineer, ———; conductor, ———.

November 12th—Wm, Bailey, passenger, seriously injured at West Side avenue. Engineer, Jas. Werkley; conductor, G. S. Hahn.

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CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Floating debt,	127,654 78
Cost of road and equipments,	$228,188 91

The road extends from Chester Junction to Chester, a distance of 10.04 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of four per cent. on its bonds, and its operations are included in report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

B. D. CALDWELL,
President.

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Sworn and subscribed before me this fifteenth day of February, A. D. 1907.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County.*
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—No dividends.

P. O. address of this conmpany—No. 26 Exchange Place, New York City.

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $252,900 00

The road extends from Bridgeton to Long Reach, a distance of 21.20 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this conmpany—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $16,200 00

The road extends from a point on the Vineland Railroad, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of 1.23 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,546,001 33

The road extends from middle of Delaware river, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.81 miles.

It is leased to the Philadelphia and Reading Railway Company, at an annual rental of $213,000.

It is equipped and operated by the Philadelphia and Reading Railway Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—John S. Wise, being duly sworn, on his oath says, that he is Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

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Sworn and subscribed before me this ninth day of February, A. D. 1907.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1907.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$596,144 23
Income from freight,	1,290,712 59
Income from other sources,	85,292 75
Total,	$1,972,149 57
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,036,471 89

Dividends paid during the year 1906, and how paid—Four quarterly dividends of two per cent. each—February, May, August and November.

ACCIDENTS.

January 3d, 1906—Alen R. McDonald, non-employe, non-fatally injured. Struck by engine, Skillman, N. J. John L. Fryburgh, conductor; Jeremiah Creedon, engineer.

January 5th—David F. Weeks, non-employe, non-fatally injured. Defective station platform, Skillman, N. J. ——, conductor; ——, engineer.

January 18th—Mrs. E. Ottinger, non-employe, non-fatally injured; Mr. and Mrs. H. W. Lederer, non-employe, non-fatally injured; H. Reiche, non-employe, non-fatally injured; H. Wedo, non-employe, non-fatally injured; Louie Diamond, non-employe, non-fatally injured. Collision, Port Reading Junction. Walter Graven, conductor; Oscar Teschmer, engineer.

February 3d—Thomas H. Lukens, employe, non-fatally injured. Fell off car, Glenmoore, N. J. Thomas H. Lukens, conductor; J. C. Balinger, engineer.

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May 22d—Charles H. Pearse, employe, non-fatally injured. Turning switches, Belle Mead, N. J. Charles H. Pearse, conductor; J. F. Byme, engineer.

June 12th—John Myer, non-employe, non-fatally injured. Jumping on car, Port Reading Junction, N. J. Thomas Fardy, conductor; John M. Christ, engineer.

July 10th—John Shafer, non-employe, non-fatally injured. Struck by switch, Port Reading Junction, N. J. P. Malley, conductor; George Koehler, engineer.

July 21st—Angelo Carcamello, employe, non-fatally injured. Hand caught between boards, Trenton Junction, N. J. W. J. Callahan, conductor; D. C. Anderson, engineer.

August 2d—William Vanduryne, employe, non-fatally injured. Caught between tank and caboose, Port Reading Junction, N. J. L. B. Ibach, conductor; John Deemer, engineer.

July 8th—Charles Ewing, employe, fatally injured. Struck by engine, Belle Mead, N. J. A. J. Shamline, conductor; James Delaney, engineer.

September 21st—Edgar W. Hull, employe, non-fatally injured. Caught between cars, Port Reading Junction, N. J. Edgar W. Hull, conductor; L. P. Shaw, engineer.

December 3d—Charles H. Weaver, employe, non-fatally injured. Hot coal fell on hand, Belle Mead, N. J. Ed. McEwen, conductor; William Lavenberg, engineer.

December 12th—Frank Wulburt, employe, non-fatally injured. Struck by car, Port Reading Junction, N. J. Joseph P. Stedman, conductor; W. Detterer, engineer.

December 19th—Michael C. Swartz, employe, non-fatally injured. Slipped and fell, Port Reading Junction, N. J. Jacob M. Evans, conductor; Harry K. Reese, engineer.

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December 20th—James Prosser, employe, non-fatally injured. Uncoupling cars, Port Reading Junction, N. J. James Prosser, conductor; L. Shaw, engineer.

December 22d—Mitchell C. Campbell, employe, non-fatally injured. Fell over wires, Port Reading Junction, N. J. E. W. Hull, conductor; Frank Benz, engineer.

December 25th—Eliza G. Gray, non-employe, non-fatally injured; Jefferson D. Gray, non-employe, non-fatally injured. Collision, Trenton Junction, N. J. John Barber, conductor; W. Chamney, engineer.

December 29th—Frank Yerger, employe, non-fatally injured. Fell from tender, Port Reading Junction, N. J. H. C. Schofer, conductor; D. Super, engineer.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $194,716 67
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—In process of construction.

Dividends paid during the year 1906, and how paid—None.

The road extends from Gloucester City to Atlantic City, N. J., a distance of 52 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

This company was chartered July 11th, 1899, and proposes to build, construct and operate a railroad between Gloucester City,

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Camden county, and Atlantic City, Atlantic county, New Jersey. Surveys made and maps approved and filed with Secretary of State. Work has been commenced on the construction and part of the roadbed graded, and we have complied with all requirements of the law and all charter extensions granted.

P. O. address of the above company—No. 1 East State street, Trenton, N. J., and 132 South Broad street, city of Woodbury, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Walter N. Boyer, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

WALTER N. BOYER.

Sworn and subscribed before me this nineteenth day of March, A. D. 1907.

JAS. S. CLIFFORD,
Notary Public,
1213-15 Filbert street, Philadelphia, Pa.,
Commission Expires February 23d, 1909.

ACCIDENTS.

None.

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DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,300,000 00
Floating debt—None.	
Cost of road end equipments,	$2,600,000 00

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles.

It is operated by the Pennsylvania Railroad Company under resolutions of the Board of Directors of both companies at an annual rental of the net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia City and county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Delaware River Railroad and Bridge Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$105,635 50
Income from freight,	154,432 97
Income from other sources,	745 72
Total,	$260,814 19
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	79,456 80

Dividends paid during the year 1906, and how paid—June 26th, 1906, 2 per cent. in cash, $26,000; December 31st, 1906, 3 per cent. in cash, $39,000.

P. O. address of this company—Broad Street Station, Philadelphia.

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DOCKS CONNECTING RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$9,000 00
Cost of road and equipments,	$9,187 50

The road extends from a point in Hudson county to a point in the township of Union, a distance of about 3.448 miles.

It is leased to the Erie Railroad Company at an annual rental equal to the operating expenses and taxes.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Docks Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds For New Jersey, in New York.*

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$140,000 00
Bonded debt,	35,000 00

The road extends from Wharton to Rockaway, distance of 5.12 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—Six per cent. (6%) paid in cash.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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EAST JERSEY RAILROAD AND TERMINAL

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Jersey Railroad and Terminal Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$4,000 00
Bonded debt—None.	
Floating debt,	3,589 90
Cost of equipments (Road leased),	$5,214 62

Dividends paid during the year 1906, and how paid—None.

The road extends in Bayonne City, a distance of .694 miles.

Income from passengers—None.	
Income from freight,	$22,899 97
Income from other sources—None.	
Total,	$22,899 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$19,646 84

P. O. address of the above company—No. 11 Broadway, New York City.

State of New York, New York county, *ss.*—E. H. Shelley, being duly sworn, on his oath says, that he is Vice-President of

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the East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

E. H. SHELLEY.

Sworn and subscribed before me this eighth day of March, A. D. 1907.

ROBERT J. HUNTER,
Notary Public Kings County,
Certificate filed in New York County.

[L. S.]

ACCIDENTS.

None.

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EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Trenton Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$59,000 00
Cost of road and equipments,	$59,000 00

The road extends from a point on the Trenton Branch of Delaware and Bound Brook Railroad in the city of Trenton, N. J., to a point in Lawrence township, Mercer county, a distance of 3.03 miles.

It is leased to the Philadelphia and Reading Railway Company.

It is equipped and operated by the Philadelphia and Reading Railway Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—John S. Wise, being duly sworn, on his oath says, that he is Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE,

Sworn and subscribed before this ninth day of February, A. D. 1907.

C. K. KLINK,
Notary Public,
My Commision Expires April 18th, 1907.

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RECEIPTS AND EXPENSES FOR 1906.

Included in the operations and report of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Trenton, N. J., and Treasurer's Office 240 South Third street, Philadelphia, Pa.

ACCIDENTS.

January 1st, 1906—David A. Murray, employe, non-fatally injured. Trucking freight, Trenton, N. J. ——, conductor; ——, engineer.

February 3d—John R. Erwin, employe, non-fatally injured. Caught under car, Trenton, N. J. William Putt, conductor; John Callahan, engineer.

February 20th—Roger Kurtz, employe, non-fatally injured. Car door fell on arm, Trenton, N. J. ——, conductor; ——, engineer.

April 13th—William G. Keech, employe, non-fataly injured. Fell against switch stand, Trenton, N. J. William A. Baker, conductor; John Callahan, engineer.

October 3d—William Duncan, non-employe, fatally injured. Struck by engine, Trenton Junction, N. J. John McAloan, conductor; John Kiple, engineer.

December 4th—Henry Tomey, employe, non-fatally injured. Struck by brake shoe, Trenton Junction, N. J. ——, conductor; Henry Tomey, engineer.

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December 15th—Edward McCarty, Jr., employe, non-fatally injured. Casting fell on foot, Trenton, N. J. ——, conductor; ——, engineer.

December 26th—Vincenzo Iannucci, non-employe, fatally injured. Struck by engine, Trenton Junction, N. J. ——, conductor; ——, engineer.

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ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$30,000 00

The road extends from Great Island Junction to Terminus, a distance of 1.62 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Erie Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$176,271,300 00
Bonded debt,	210,152,741 11
Floating debt,	14,963,823 50
Cost of road and equipments,	$359,785,389 56

Dividends paid during the year 1906, and how paid—$1,915,696.00 dividend on first preferred stock; $320,000.00 dividend on second preferred stock.

The road extends in New Jersey from Jersey City to Greenwood Lake, New Jersey State line, near Sufferns and Sparkill, a distance of 136.11 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$1,176,497 65
Income from freight,	1,762,409 99
Income from other sources,	154,044 63
Total,	$3,092,952 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,298,395 60

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REMARKS.

This report includes the earnings and expenses of the Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad of New Jersey.

State of New York, New York county, *ss.*—J. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

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FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$50,309 27

Dividends paid during the year 1906, and how paid—None.

The road extends from Banatta (Kenville) to Byram Mines, a distance of 2.42 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$515 76
Total,	$515 76

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

P. O. address of the above company—Dover, N. J.

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State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS

Sworn and subscribed before me this fourteenth day of January, A. D. 1907.

[L. S.]

EDWARD K. MILLS,
Notary Public of New Jersey.

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says, that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on said road during the year 1906 are correct and true, to the best of his knowledge and belief.

FRED'K A. CANFIELD,

Sworn and subscribed before me this fourteenth day of January, 1907.

OLIVER A. SANDS,
Notary Public of New Jersey.

ACCIDENTS.

No accidents.

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FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the the year ending December 31st, 1906:

Capital stock paid in, ... $650,000 00

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company, (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by the law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Freehold and Atlantic Highlands Railroad Company, and

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that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00
Floating debt—None.	
Cost of road and equipments,	$794,200 00

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of 27.29 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$142,367 30
Income from freight,	84,527 66
Income from other sources,	13,691 48
Total,	$240,586 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$181,154 59

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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HACKENSACK AND LODI RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hackensack and Lodi Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$25,000 00
Cost of road and equipments,	$25,000 00

The road extends from Lodi Junction, N. J., to Hackensack Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Hackensack and Lodi Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

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HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$183,941 17

The road extends from Hibernia Mine to Delaware, Lackawanna and Western and Central Railroad of New Jersey Junction at Rockaway, N. J., a distance of 5.20 miles.

It is leased to the Central Railroad of New Jersey at an annual rental of $12,500.

It is equipped and operated by the Central Railroad of New Jersey, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Joseph Wharton, being duly affirmed, on his affirmation says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH WHARTON.

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Affirmed and subscribed before me this seventh day of January, A. D. 1907.

[L. S.] EDW. RAMSEY,
A Foreign Commission of Deeds
For New Jersey in Pennsylvania.

RECEIPTS AND EXPENSES FOR 1906.

Income from rental,	$12,500 00
Income from other sources, sale of lot and interest,	5,435 00
Total,	$17,935 00

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $604 00

Dividends paid during the year 1906, and how paid—$18,000.00, as below: April 5th, 1906, $6,000.00; April 6th, 1906, $6,000.00; October 5th, 1906, $6,000.00.

P. O. address of this company—General Offices, No. 3 West Blackwell street, Dover, N. J.; Office of Secretary and Treasurer, 238 South Third street, Philadelphia.

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HIBERNIA UNDERGROUND RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Underground Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$100,000 00

Dividends paid during the year 1906, and how paid—None.

The road extends from Hibernia into Hibernia Hill, a distance of 1.03 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from freight,	$6,012 13
Total,	$6,012 13
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$6,558 67

State of New Jersey, Morris county, *ss.*—D. B. Hummer, being duly sworn, on his oath says, that he is Treasurer of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

D. B. HUMMER.

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Sworn and subscribed before me this second day of February, A. D. 1907.

OLIVE A. SANDS,
Notary Public of New Jersey.

ACCIDENTS.

None.

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HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hoboken Manufacturers' Railroad Company, lessee of Hoboken Shore Road, and Hoboken Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$270,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments actually owned by Hoboken Manufacturers' Railroad Company,	$636 80

Dividends paid during the year 1906, and how paid—None.

The leased road extends from Fifth street, Hoboken, to Weehawken, N. J., a distance of about two (2) miles, the owned line is all within the city of Hoboken (abut 315 feet).

RECEIPTS AND EXPENSES FOR 1906.

Income from freight,	$48,148 88
Income from other sources,	1,104 67
Total,	$49,253 55
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$48,117 25

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REMARKS.

Road leased from the Hoboken Railroad Warehouse and Steamship Connecting Company, June 19th, 1906.

P. O. address of the above company—1 Newark street, Hoboken, N. J.

State of New Jersey, Hudson county, *ss.*—Robert M. Dickinson, being duly sworn, on his oath says, that he is President of the Hoboken Manufacturers' Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

ROBERT M. DICKINSON.

Sworn and subscribed before me this eighteenth day of February, A. D. 1907.

[L. S.]

EDWIN A. S. BROWN,
Notary Public for New Jersey.

ACCIDENTS.

None.

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HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$300,000 00
Bonded debt,	196,000 00
Cost of road and equipments,	$196,762 45
Dividends paid during the year 1906, and how paid—1½ per cent. on $300,000.00 in cash,	$4,500 00

The road extends from 5th street, Hoboken, to Weehawken, a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from freight to June 19th, 1906,	$32,324 47
Income from other sources under lease since June 19th, 1906,	18,910 80
Total,	$51,235 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, to June 19th, 1906,	$33,272 07

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REMARKS.

Road leased to Hoboken Manufacturers' Railroad Company June 19th, 1906.

P. O. address of the above company—1 Newark street, Hoboken, N. J.

State of New Jersey, Hudson county, *ss.*—Robert L. Stevens, being duly sworn, on his oath says, that he is First Vice-President of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

ROBERT L. STEVENS.

Sworn and subscribed before me this 30th day of January, A. D. 1907.

J. W. RUFUS BESSON,
Master in Chancery of New Jersey.

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HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$10,000 00
Bonded debt—None.	
Floating debt,	7,485 25
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction to Powder Works, a distance of 0.89 miles.

Controlled by Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by latter company.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 14th day of February, A. D. 1907.

LUDWIG R. MILLER,

[L. S.] *Notary Public, appointed from Kings County, Certificate Filed in New York County.*

RECEIPTS AND EXPENSES FOR 1906.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—No dividend.

P. O. address of this company—No. 26 Exchange place, New York City.

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HUDSON AND MANHATTAN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hudson and Manhattan Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in (See "Remarks"), ... $31,581,384 00
Bonded debt (See "Remarks"), ... 15,000,000 00
Floating debt—None.

Cost of road and equipments (See "Remarks").

Dividends paid during the year 1906, and how paid—None.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —(See "Remarks").

REMARKS.

This company was formed by the consolidation of New York and New Jersey Railroad Company and Hudson and Manhattan Railroad Company, corporations of New York, and Hoboken and Manhattan Railroad Company, a corporation of New Jersey,

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by filing consolidation agreement in the office of the Secretary of State of New York on December 5th, 1906, and in the office of the Secretary of State of New Jersey on December 6th, 1906. Thus this company is a corporation of both the State of New York and of the State of New Jersey. The road, when completed, will have a total length in both States of about 7.7 miles, of which about 4.35 miles are in the State of New Jersey. About 4.5 miles are now in process of construction, but not completed, of which two miles are in the State of New Jersey.

"Capital Stock Paid in"—"Bonded Debt."—In addition to the capital stock paid in and the bonded debt, as stated above, further capital stock and bonds are issuable to trustees, who now hold corresponding amounts of stocks and bonds of constituent companies, in trust under the construction contracts, to become fully earned and paid in by performance of said contracts. Construction is now only partly completed.

"Cost of Road and Equipments."—As indicated by what has been said, it is impossible to state the "cost of road and equipments," inasmuch as all the work has been done and all the property of this company vested in it pursuant to the construction contracts aforesaid, which call for a total consideration, in bonds and stocks, for complete construction and equipment, and this company does not know what the work already done has cost the construction company.

"Extent of Road."—The map below shows the lines of this company as they will be when completed. At present, they are only partly completed.

P. O. address of the above company—No. 111 Broadway, New York City, and No. 243 Washington street, Jersey City, N. J.

State of New York, New York county, *ss.*—F. B. Jennings, being duly sworn, on his oath says, that he is Vice-President of the Hudson and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. B. JENNINGS.

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Sworn and subscribed before me this 4th day of February A. D. 1907.

WM. H. BRUDER,
Notary Public, New York County.

[L. S.]

ACCIDENTS.

None.

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INTER-CITY LINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Inter-City Link Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $6,100 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $2,759 88

Dividends paid during the year 1906, and how paid—None.

The road extends from Middle Delaware River to Camden, a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

The Inter-City Link Railroad Company is in process of construction. It was not operated during the year 1906.

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P. O. address of the above company—Agent, Martin V. Bergen, Jr., 110 Market street, Camden, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me this 11th day of March, A. D. 1907.

CHARLES F. WAGNER, JR.,
[L. S.] *Notary Public,*
Commission Expires January 16th, 1906.

ACCIDENTS.

None.

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JERSEY CITY AND BAYONNE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$13,500 00
Floating debt,	1,195 52
Cost of road and equipments,	$1,195 52

The road, as projected, is to extend from Jersey City to Bayonne, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on

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the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this ninth day of February, A. D. 1907.

[L. S.] D. H. HOUSE,

Notary Public in and for New York County, N. Y.,

Certificate Filed in Westchester County.

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JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$56,800 00
Floating debt,	81 76
Cost of road and equipments,	$47,401 76

Dividends paid during the year 1906, and how paid—None.

The road extends from a point in Morris Canal, east of Mill creek, Jersey City, N. J., to a point in Morris Canal, near Newark Bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the

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foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

J. WM. ROBBINS,
[L. S.] *A Foreign Commissioner of Deeds*
For New Jersey in Pennsylvania.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

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KINKORA AND NEW LISBON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Kinkora and New Lisbon Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	14,909 36
Cost of road and equipments,	$40,000 00

The road extends from Kinkora, N. J., to New Lisbon, N. J., a distance of 10.41 miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Kinkora and New Lisbon Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$8,813 18
Income from freight,	9,449 43
Income from other sources,	5,359 13
Total,	$23,621 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$29,951 02

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $61,800 00

The road extends from Lafayette to Griffin Iron Works, a distance of .55 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn on his oath says, that he is Vice-President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this 14th day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

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P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company, also operating South Easton and Phillipsburg Railroad Company, presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,100,000 00
Bonded debt,	1,802,111 00
Floating debt,	53,900 00
Cost of road and equipments,	$3,086,369 00

Dividends paid during the year 1906, and how paid—None.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$22,625 65
Income from freight,	513,431 58
Income from other sources,	8,497 97
Total,	$544,555 20
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$334,866 78

REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles, with trackage rights over the Penn-

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sylvania Railroad tracks Belvidere, N. J., to Phillipsburg, N. J., about 14 miles, and trackage rights over Delaware, Lackawanna and Western Railroad tracks Andover, N. J., to Point Morris, N. J., about 9 miles. This report covers the proportion in New Jersey only, also the earnings and expenses of the South Easton and Phillipsburg Railroad are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad is,	$75,000 00
Floating debt,	84,900 18
Total,	$159,900 18

P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—Morris Rutherford, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

MORRIS RUTHERFORD.

Sworn and subscribed before me this 6th day of March, A. D. 1907.

[L. S.]

A. L. PERRY,
Notary Public.

ACCIDENTS.

January 15th, 1906—Wheeler Ross, brakeman, Franklin Junction, N. J., caught between cars while opening knuckle; crushed his body and fatally injured.

January 20th—Irvin Doremus, fireman, Phillipsburg, N. J., knocked off engine by coal chute and back sprained.

March 2d—John Colburn, brakeman, Great Meadows, N. J., lumber shifted and caught thumb against brake wheel; thumb mashed.

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March 13th—Irvin Doremus, fireman, Andover, N. J., head on collision; back hurt in crash.

March 13th—Albert Milburn, brakeman, Andover, N. J., head on collision; back hurt in crash.

March 13th—Edward Crumm, track laborer, Andover, N. J., head on collision; left shoulder bruised.

March 13th—William Losey, track laborer, Andover N. J., head on collision; left shoulder bruised and back sprained.

March 20th—Jasper Green, brakeman, Franklin Junction, N. J., thrown from car by hard stop; two ribs broken.

April 7th—W. B. Fulmer, section foreman, Phillipsburg, N. J., bank caved in while working in ditch; bruised about body and head.

April 20th—Peter Decker, brakeman, Andover, N. J., little finger mashed between draw-bar and sill while coupling cars.

June 1st—Albert Apgar, brakeman, Andover, N. J., struck by freight house while riding on side of car; shoulder bruised.

July 2d—A. H. Wright, brakeman, Belvidere, N. J., arm caught and bruised while coupling cars.

July 6th—M. Mandello, sectionman, Allamuchy, N. J., fell across scythe while mowing weeds, cutting leg.

July 13th—J. F. Groover, brakeman, Townsbury, N. J., thrown from cupola to floor of caboose by sudden stop of train; body bruised and toe broken.

July 22d—R. Inscho, brakeman, Belvidere, N. J., thrown from car to ground by hard stop; elbow dislocated.

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October 9th—R. G. Eversole, car inspector, Phillipsburg, N. J., brakeman removed blue flag while inspector was working under cars, and coupled engine on; Eversole caught and body bruised about head and back.

December 21st—I. Savacool, brakeman, Franklin Junction, N. J., brake stick slipped and struck leg, bruising ankle.

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LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lehigh and New England Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,000,000 00
Bonded debt,	3,430,000 00
Floating debt,	380,000 00
Cost of road and equipments,	$4,120,649 18

Dividends paid during the year 1906, and how paid—None.

The road extends from Columbia, N. J., to Hainesburg Junction, N. J.; Swartswood Junction, N. J., to Liberty Corners, a distance of 23.90 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$5,517 41
Income from freight,	41,809 43
Income from other sources,	237 83
Total,	$47,564 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,384 76

P. O. address of the above company—Bethlehem, Pa.

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State of Pennsylvania, Northampton county, *ss.*—F. S. Fowler, being duly sworn, on his oath says, that he is Assistant Treasurer of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. S. FOWLER.

Sworn and subscribed before me this 11th day of March, A. D. 1907.

[L. S.] L. F. WALTERS, J. P.,
Bethlehem, Pa.
My Commission Expires May 1st, 1911.

ACCIDENTS.

None.

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LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lehigh Valley Railroad Company of New Jersey presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$20,433,000 00
Bonded debt,	16,475,000 00

Floating debt—None.

Cost of road and equipments,	$27,715,605 07

Dividends paid during the year 1906, and how paid—None.

The road extends from Jersey City and Perth Amboy to Phillipsburg, N. J., a distance of 85.87 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$795,487 97
Income from freight,	4,823,278 01
Income from other sources,	343,281 46
Total,	$5,962,047 44

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,324,189 37

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

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State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

[L. S.]

J. WM. ROBBINS,
A Foreign Commissioner of Deeds for New Jersey in Pennsylvania.

ACCIDENTS.

January 2d, 1906—Byron McCluskey, fireman, left arm crushed, account door of car passing swinging open and striking cab of engine, at Lincoln, N. J. Wm. Hall, conductor; M. Heiser, engineman.

January 5th—Lester Heisted, fireman, finger smashed, account catching it in fire door, at South Somerville, N. J. Oscar Waterbor, conductor; H. Godley, engineman.

January 6th—Peter J. Butz, fireman, left arm bruised, while dumping ashes out of hopper he fell against engine wheel, at Port Reading Junction, N. J. T. Dinan, conductor; W. Hertzog, engineman.

January 8th—Edw. Carpenter, conductor, collar-bone fractured, was thrown against end of caboose account sudden stop at Jersey City, N. J. E. Carpenter, conductor; J. Paul, engineman.

January 9th—John Turnbach, fireman, right foot sprained, while getting off engine he slipped on a cinder, at Pattenburg, N. J. F. Queen, conductor; P. Kromer, engineman.

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January 11th—Michael J. Lamb, conductor, left hand bruised and sprained, while walking alongside of train he slipped and fell, at Constable Hook, N. J. M. J. Lamb, conductor; H. Musgrove, engineman.

January 13th—John McGuire, trainman, finger on right hand mashed, while cutting cars he had his hand caught between lever and bolt, at South Plainfield, N. J. Jas. Hannon, conductor; H. Munday, engineman.

January 14th—Frank Eagan, trainman, left heel and hip bruised, fell from train at East Oak Island, N. J. J. Walcott, conductor; F. Ponsoldt, engineman.

January 16th—Wm. F. Patterson, brakeman, killed, while cutting cars and hanging on side of car he was struck by switch-stand and thrown under cars, at Three Bridges, N. J. Tom Dina, conductor; William Roberts, engineman.

January 17th—J. Alfred Shaffer, fireman, back sprained account falling from tank of engine at Phillipsburg, N. J. Conductor, ———; Fred Orf, engineman.

January 18th—George Robert Murray, trainman, left knee bruised, while stepping off car they came together suddenly, catching his foot between end sills, at Townley, N. J. M. Nelson, conductor; John J. Donovan, engineman.

January 22d—Wm. Boylan, brakeman, right leg bruised, while setting brake on a car which was loaded with lumber, the lumber moved forward, catching his leg, at South Plainfield, N. J. ———, conductor; ———, engineman.

January 25th—Martin Wolski, laborer, killed, while going between two cars they came together, throwing him in coal pocket, at Perth Amboy, N. J. ———, conductor; ———, engineman.

January 26th—Elmer E. Cline, trainman, left ankle sprained, while stepping off car he stepped into hole in planking. D. Pateman, conductor; Jos. Kidd, engineman.

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January 24th—Edw. Butler, trainman, face scraped and left wrist sprained, account being struck by J B 3 at Jersey City, N. J. Snyder, conductor; Wilkins, engineman.

January 29th—Joseph Ochap, laborer, eye cut and nose bruised account handle of barrow hitting him, at South Plainfield. ———, conductor; ———, engineman.

January 30th—Howard S. Stroble, fireman, left hand burned while picking up gloves, the jar of the engine shook the hot poker across the back of hand, at New Market, N. J. H. Yost, conductor; Al. Frey, engineman.

January 30th—M. J. McGinley, engineman, thumb badly bruised, while driving main brass key he hit his thumb with the hammer, at Jersey City, N. J. M. J. McGinley, engineman; ———, conductor.

January 31st—Chas. Burkert, engineman, right eye injured accoun cinder flying into same, at Bloomsbury, N. J. (Tunnel push.) C. Burkert, engineman.

January 31st—Fred Smart, Asst. Yard Master, right knee cut, while crossing track he fell on rail at Jersey City. ———, conductor; ———, engineman.

February 4th—Harry M. Kline, fireman, left hip bruised account jumping from engine, at Lansdowne, N. J. S. Gearhart, conductor; Wm. McCormick, engineman.

February 6th—John Miller, trainman, left ankle sprained at Perth Amboy, N. J., account jumping from moving car. J. Miller, conductor; S. Donnelly, engineman.

February 9th—Thos. D. Newhart, fireman, toe injured account shaker wrench falling on it, at Three Bridges, N. J. C. Arner, conductor; A. Rehrig, engineman.

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February 12th—Patrick O'Neill, trainman, right foot strained, account jumping from moving cars, at South Plainfield, N. J. G. Kelley, conductor; D. Donnelly, engineman.

February 15th—Florence Sullivan, fireman, scalp wound, account falling from tank of engine, at Jersey City, N. J. A. Clayton, conductor; Wm. Rader, engineman.

February 19th—Edw. Snyder, fireman, rupture of stomach, account wrenching stomach while raking fire, at Pattenburg, N. J. G. Hendrickson, conductor; F. Carlan, engineman.

February 20th—James J. Geragthy, trainman, right ankle sprained, account jumping from engine, at South Plainfield, N. J. C. Miller, conductor; D. Donnelly, engineman.

February 21st—John Chumpko, laborer, fingers on left hand lacerated, account catching between switch timbers, at Jersey City, N. J. ———, conductor; ———, engineman.

February 22d—Charles Rosencrans, trainman, right knee sprained, account jumping from engine, at Oak Island, N. J. Ed. McGovern, conductor; J. Johnson, engineman.

February 26th—John Nadolski, carpenter, right foot fractured and lacerated, account falling from coal pocket on to a pile of lumber, at Jersey City, N. J. ———, conductor; ———, engineman.

February 28th—Chas. M. Johnson, fireman, both eyes scorched, account back draught of boiler blowing flame into his face, at South Plainfield, N. J. M. Nelson, conductor; J. Donovan, engineman.

March 2d—Michael Crokemark, carpenter, wrist dislocated and bruised, while fixing bin the ladder on which he was fell and he received the above injuries, at Perth Amboy, N. J. ———, conductor; ———, engineman.

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March 8th—James McDermott, special officer, fracture of frontal bone and scalp wound, account being struck by train at Perth Amboy, N. J. J. W. Stumps, conductor; J. C. Arner, engineman.

March 9th—Joseph Wycoski, hostler helper, finger bruised, account shaker bar slipping and catching his finger, at Perth Amboy, N. J. ———, conductor; ———, engineman.

March 10th—Harry E. Seiple, fireman, hand bruised, striking same against tank, at Phillipsburg, N. J. ———, conductor; O. Schweitzer, engineman.

March 19th—Peter Coffer, laborer, toes of right foot crushed, account falling from car and toes were run over by same, at South Plainfield, N. J. ———, engineman; ———, conductor.

March 19th—Chas. W. Hockenbury, laborer, left leg fractured, breast and left arm bruised, head lacerated and concussion of the brain, account being struck by train at Sunnyside, N. J. Edw. Callahan, conductor; John Connors, engineman.

March 20th—Elmer McCormick, employe, right hand sprained, account catching it in box which was falling from train, at Elizabeth, N. J. J. J. Heiney, conductor; E. Luckenbill, engineman.

March 26th—Thos. Beck, trainman, ankle strained while getting off engine, at Jersey City, N. J. W. Ahern, conductor, E. Cray, engineman.

March 26th—Wm. P. Turbett, trainman, bruised testicles, account being hit in the privates with the coupling lever, at Newark, N. J. P. McGovern, conductor; J. Polsten, engineman.

March 27th—John Keederka, laborer, finger lacerated, account chute falling on it, at Perth Amboy, N. J. ———, conductor; ———, engineman.

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March 31st—John H. Conners, engineman, right ankle strained while stepping from cab to tender, at Clinton, N. J. Wagner, conductor, J. H. Conners, engineman.

April 3d—Edw. T. Callahan, conductor, forehead and ear cut, account train parting and throwing him against window of cab, at South Somerville, N. J. E. T. Callahan, conductor; H. Nolf, engineman.

April 5th—James Aldrich, call boy, fingers lacerated, account having barrel fall on them, at Jersey City, N. J. ———, conductor; ———, engineman.

April 13th—George Alexander, fireman, left collar bone fractured, account falling from engine tank, at Lansdown, N. J. A. O. Everett, conductor; E. E. Teel, engineman.

April 13th—Fred Hooker, conductor, left foot sprained, account stepping on large piece of ballast while getting on moving car, at Perth Amboy, N. J. F. Hooker, conductor; J. Faher, engineman.

April 16th—Wm. J. Meyers, conductor, right hand crushed account being caught between two couplers, at Jersey City, N. J. W. J. Meyers, conductor; J. Wilkins, engineman.

April 17th—Harry Keiper, engineman, left ankle sprained account collision with another engine, at Jersey City, N. J. Edward McGovern, conductor; H. Keiper, engineman.

April 18th—Chas. Eltringham, trainman, left hand bruised account hand being caught between the two cut-off levers, at Jersey City, N. J. H. Taylor, conductor; T. Mertz, engineman.

April 19th—John J. Wade, trainman, toes bruised, account car door falling on same, at Irvington, N. J. Fred Segune, conductor; Jacob Brownmiller, engineman.

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April 21st—Frederick M. Bonner, fireman, face bruised, account falling from engine to ground, at Parkview, N. J. Peter McGovern, conductor; J. Poulsen, engineman.

April 25th—John Kennedy, trainman, toe bruised, account ball of switch falling on same, at Jersey City, N. J. ———, conductor; ———, engineman.

April 27th—Perry Woodring, engineman, right arm strained, account falling against door of cab, at Jersey City, N. J. M. Burgess, conductor; L. Woodring, engineman.

April 30th—David Henderson, trainman, finger crushed, account caught in ratchet lever, at Phillipsburg, N. J. J. Schanhorst, conductor; A. E. Kidder, engineman.

May 1st—Frank D. Kline, trainman, knee and ankle sprained, account falling from box car, at Perth Amboy, N. J. F. Tucker, conductor; G. Melick, engineman.

May 4th—Chas. H. Arner, conductor, toe sprained, account slipping while getting on caboose, at Stanton, N. J. Chas. Arner, conductor; A. Rehrig, engineman.

May 5th—Thos. Wallace, freight handler, toe mashed, account carting falling on it, at Phillipsburg, N. J. ———, conductor; ———, engineman.

May 12th—Edw. Butler, trainman, scalp, side, hip and fingers injured, account struck by overhead bridge and thrown from car, at Jersey City, N. J. W. Kelley, conductor; T. Crosby, engineman.

May 13th—John Welsh, baggagemaster, two ribs fractured, account being caught between two trunks, at Jersey City, N. J. O. Waterbor, conductor; S. Sassaman, engineman.

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May 15th—Benj. Walker, trainman, finger lacerated, account catching between end sill and lever while uncoupling, at Jersey City, N. J. A. B. Meredith, conductor; E. Cray, engineman.

May 18th—Frank D. Kline, trainman, leg and arm bruised, account falling over signal wire, at Perth Amboy, N. J. Geo. H. Sandherr, conductor; Chas. Lickle, engineman.

May 18th—Henry Loveridge, non-employe, thumb bruised, account window falling on same while a passenger on No. 3, at Musconetcong Tunnel, N. J. M. Houlihan, conductor; E. Yeager, engineman.

May 24th—Jas. J. Geraghty, trainman, head and face lacerated, account being struck by bridge while riding on top of car, at Perth Amboy, N. J. D. Pateman, conductor; J. Kidd, engineman.

May 28th—Andrew Heramza, trainman, wrist sprained, account falling while on top of car, at Perth Amboy, N. J. M. J. O'Hara, conductor; G. Mellick, engineman.

May 29th—Bert C. Bennett, trainman, right ankle sprained while jumping off car, at Jersey City, N. J. Chas. Tappan, conductor; Wm. Dunlap, engineman.

May 29th—John Gotch, section laborer, killed, account being thrown from hand-car which was derailed at Bridge P-19, Perth Amboy, N. J. ———, conductor; ———, engineman.

May 29th—Michael Lucas, section laborer, head bruised, account being thrown from hand-car which was derailed at Bridge P-19, Perth Amboy, N. J. ———, conductor; ———, engineman.

May 29th—August Vashko, section laborer, head and shoulder bruised, account being thrown from hand-car which was derailed at Bridge P-19, Perth Amboy, N. J. ———, conductor; ———, engineman.

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June 2d—Antone Marine, trackman, killed, account lump of coal falling on him, at Roselle Park, N. J. R. Mack, conductor; L. Husted, engineman.

June 7th—Clarence Snyder, trainman, ankle sprained, account turning on same while jumping off car at Jersey City, N. J. J. Cassidy, conductor; L. Eagle, engineman.

June 11th—Wm. Nevins, engineman, face and arm scalded, account washout plug blowing out and escaping steam scalded him, at Jersey City, N. J. J. Dailey, conductor; W. Nevins, engineman.

June 14th—Wallace C. Thompson, trainman, right leg bruised, account iron bruising same, at Perth Amboy, N. J. Fred Seguine, conductor; John Donovan, engineman.

June 14th—Abner Roth, conductor, arm bruised, account being thrown to floor of caboose account sudden stop, at Pattenburg, N. J. A. Roth, conductor; H. E. Blank, engineman.

June 16th—Wm. H. Wilken, fireman, hand bruised, account lump of coal falling on it, at Jutland, N. J. O. Richards, conductor; J. Turner, engineman.

June 20th—John Mark, laborer, hand lacerated, account catching same between frog and car, at Jersey City, N. J. ———, conductor; ———, engineman.

June 24th—Chilson Angst, trainman, back and ankle strained, account falling from car, at South Plainfield, N. J. S. Coffin, conductor; C. Koons, engineman.

June 24th—Chas. Rosencrans, trainman, knee and hand bruised, account falling from box car, at Jersey City, N. J. Edw. McGovern, conductor; Harry Phieffer, engineman.

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June 29th—Alfred Thompson, trainman, hip, knee and shin cut, account being struck by engine 1293, at Jersey City, N. J. W. B. Ahearn, conductor; D. Anders, engineman.

July 5th—Geo. W. King, brakeman, back strained while lifting a roll of wire, at Bloomsbury, N. J. M. Hurley, conductor; H. Warner, engineman.

July 6th—George Dielman, section laborer, contusion of shoulder, account large stone, which they were loading, falling on him at Metuchen, N. J. ———, conductor; ———, engineman.

July 7th—Russell Souders, brakeman, hand injured, account falling over signal wire, at New Market, N. J. E. Callahan, conductor; M. McKee, engineman.

July 10th—Wm. Staunton, trainman, right foot fractured, account re-railing frog falling on same, at Jersey City, N. J. E. Walsh, conductor; T. Crosby, engineman.

July 12th—John Brinsko, trainman, hip bruised by being caught between cars while coupling, at Perth Amboy, N. J. J. Kelley, conductor; H. Coyle, engineman.

July 12th—Binonte Dominco, laborer, killed by being struck by No. 2, at Pattenburg, N. J. J. Gerould, conductor; T. B. Jones, engineman.

July 13th—Harry Kattenbach, trainman, left side bruised, account falling off steps of car at Parkview, N. J. M. Nelson, conductor; Wm. Pedman, engineman.

July 14th—C. G. Helm, fireman, face, neck, breast and ear burned, account back draught in engine, at Flagtown, N. J. M. Morgan, conductor; J. J. Cocheran, engineman.

July 16th—Mrs. Jos. Firth, passenger on Train No. 3, finger on right hand crushed, account window falling on same near

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Lansdown, N. J. O. Waterbor, conductor; E. Yerger, engineman.

July 18th—Wm. J. Wertman, wrist strained, account falling to floor of caboose account sudden stop at Pattenburg, N. J. Wm. Begel, conductor; L. Daubert, engineman.

July 21st—Daniel Smull, flagman, foot injured, account slipping off car step, at Phillipsburg, N. J. W. Seguine, conductor; J. Herb, engineman.

July 24th—Unknown colored man, killed at Phillipsburg, N. J., by being struck by Ex. 1383. T. C. Dinan, conductor; Chas. Kohler, engineman.

July 30th—Chas. E. Cropsey, trainman, shoulder, elbow and leg bruised, account falling from car at West Oak Island, N. J. D. J. Roerty, conductor; E. Johnson, engineman.

August 2d—Wm. Dwyer, trainman, ankle sprained and heel bruised, account falling from car to ground, at Perth Amboy, N. J. John McClaren, conductor; John E. Martin, engineman.

August 3d—Barney Lamen, air brake inspector, toes crushed, account having been caught between bumpers of cars, at Perth Amboy, N. J. ———, conductor; ———, engineman.

August 10th—Richard W. Seage, trainman, ankle sprained while getting off engine, at Jersey City, N. J. M. Lamb, conductor; H. Musgrave, engineman.

August 11th—Andy Domboski, trainman, hand bruised while uncoupling cars at Perth Amboy, N. J. J. Desmond, conductor; Wm. Harrigan, engineman.

August 17th—Milton Hagenbuck, flagman, side of head bruised, account being struck and knocked off caboose by telegraph pole, at Oak Tree, N. J. P. Snyder, conductor; F. Carlin, engineman.

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August 18th—Michael Lamb, conductor, side and leg bruised, account train parted, throwing him to tank, at Jersey City, N. J. M. Lamb, conductor; W. Dunlap, engineman.

August 21st—Chas. Billington, trainman, toe and instep strained while getting on a car, at Jersey City, N. J. T. Cassidy, conductor; J. Kohler, engineman.

August 30th—Edw. H. Smith, trainman, hand lacerated, account being cut with glass, at Perth Amboy, N. J. D. Gallagher, conductor; J. Fahey, engineman.

September 3d—David Henderson, brakeman, killed, jumped off engine directly in front of another and was run over, at Phillipsburg, N. J. Wm. Herbert, conductor; G. Nicholis, engineman.

September 3d—Wm. Clark, passenger, leg amputated, while excursion train was pulling into station he boarded same but slipped and fell under wheels, at Newark, N. J. J. Afflerbach, conductor; F. Boyer, engineman.

September 4th—Andrew Klaki (Coolhigh), lampman, killed, account falling from car and run over, at Jersey City, N. J. Wm. F. Finley, conductor; Harvey Haugh, engineman.

September 6th—Frank J. Sorenson, trainman, left arm crushed while coupling cars, at Perth Amboy, N. J. D. Gallagher, conductor; John Fahey, engineman.

September 6th—Matthew O'Brien, trainman, spine injured, account falling from car, at Perth Amboy, N. J. M. A. Burns, conductor; G. W. Trout, engineman.

September 6th—James Devers, fireman, muscles of stomach strained, account using violent effort to dislodge a clinker, at Lansdown, N. J. G. Knerr, conductor; H. Fritchman, engineman.

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September 6th—Thos. H. Daily, trainman, elbow fractured, account falling from box car, at Phillipsburg, N. J. J. Kostenbader, conductor; P. Phillips, engineman.

September 10th—P. Paterson, passenger, right arm bruised, account window falling on same, at Newark, N. J. J. M. LaPorte, conductor; J. Turner, engineman.

September 10th—Wm. Aheron, trainman, finger lacerated while raising lever to cut cars, at Jersey City, N. J. J. Daley, conductor; Wm. Nevins, engineman.

September 11th—August Kelley, conductor, both eyes burned, account some acid from car splashing in his face, at Perth Amboy, N. J. A. Kelley, conductor; H. Ward, engineman.

September 20th—John Kollober, section laborer, head cut and bruised, account falling off of hand-car, at Perth Amboy, N. J. James Burke, conductor; B. Richwood, engineman.

September 24th—Frank Moser, trainman, shoulder and knee bruised, account falling from car at Phillipsburg, N. J. J. Kostenbader, conductor; P. Phillips, engineman.

September 25th—Thos. Gavin, fireman, killed, while going through tunnel he put his head out of window and was struck by wall and fell out of cab and was run over, at Musconetcong tunnel, near Pattenburg, N. J. (Tunnel pusher, no conductor.) F. Snyder, engineman.

September 25th—Timothy Conniff, trainman, ankle sprained, account turning on same when jumping from one car to the other, at Port Reading Junction, N. J. G. Hendrickson, conductor; Oscar DeHart, engineman.

September 26th—Thos. Driscoll, passenger, arm slightly bruised, account window falling on it, at South Plainfield, N. J. J. Sweeney, conductor; M. McGinley, engineman.

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September 28th—Ernest Freese, trainman, finger bruised while uncoupling cars, at Jersey City, N. J. J. E. Dailey, conductor; Wm. Ahearn, engineman.

Septembr 29th—Wm. Atcheson, trainman, leg and head cut, account falling from car, at Jersey City, N. J. Joe Cassidy, conductor, L. Eagle, engineman.

October 9th—Wm. Ahearn, conductor, ankle sprained and back bruised, account falling from train, at Jersey City, N. J. Wm. Ahearn, conductor; G. Brown, engineman.

October 14th—Willard S. O'Neal, flagman, toe bruised, account hammer hitting same, at Jersey City, N. J. G. Knerr, conductor; J. Crockeran, engineman.

October 15th—Barney Meletcky, car repairer, right eye injured, account speck of iron entering same, at Perth Amboy, N. J. ———, conductor; ———, engineman.

October 18th—Daniel J. Roerty, trainman, ankles and heels bruised, account falling from box car to gondola, at Jersey City, N. J. J. Powers, conductor; J. Paul, engineman.

October 19th—Brume Kollober, laborer, large toe of left foot crushed, account rail falling on same, at South Plainfield, N. J. ———, conductor; ———, engineman.

October 23d—Michael Lovas, car repairer, head bruised, account being hit with lump of coal falling from engine, at South Plainfield, N. J. ———, conductor; ———, engineman.

October 24th—August Peterson, trainman, ankle sprained, account stepping on a lump of coal when jumpng from engine, at Perth Amboy, N. J. M. A. Burns, conductor; G. Trout, engineman.

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October 30th—Richard McGuire, trainman, knee and head bruised, account falling from car, at Jersey City, N. J. A. Whitman, conductor; R. Kromer, engineman.

November 10th—Eugene Eike, fireman, finger bruised, account wrench hitting same while shaking down fire at Three Bridges, N. J. D. Eastman, conductor; E. Dalrymple, engineman.

November 12th—Wm. O'Brien, fireman, right eye injured, account spark flying into it, at South Somerville, N. J. T. O'Donnell, conductor; H. T. Godley, engineman.

November 12th—Wm. B. Hinds, trainman, left leg broken, account falling from engine, at South Plainfield, N. J. C. Thomas, conductor; H. Seal, engineman.

November 13th—James Williams, trainman, contusion of left forearm, while uncoupling cars same came together squeezing his arm, at Jersey City, N. J. D. Ward, conductor; R. McAllister, engineman.

November 14th—Wm. J. Bockus, trainman, right arm crushed, account falling from car under train, at Jersey Cty, N. J. W. J. Meyers, conductor; J. Wilkins, engineman.

November 20th—Frank Flynn, trainman, eye and ear bruised and cut, account being hit by bridge while riding on box car, at Jersey City, N. J. T. Hayden, conductor; W. Mauer, engineman.

November 21st—Samuel Shannon, trainman, while uncoupling cars he had his fingers bruised, he was taken to hospital and underwent an operation but died while under effect of ether, not from injuries. Accident happened at Parkview, N. J. A. G. Seager, conductor; John McGreggor, engineman.

November 21st—Anthony Billock, laborer, left side contused and lacerated, account falling into coal bin while loading coal, at Jersey City, N. J. ———, conductor; ———, engineman.

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November 23d—James Monsey, laborer, foot wounded, a pick flew out of a co-laborer's hand and his his foot, at Parkview, N. J. ———, conductor; ———, engineman.

November 28th—Eugene Sweeney, trainman, feet injured and heel bruised while jumping from engine, at Jersey City, N. J. Frank Smith, conductor; E. Cray, engineman.

November 29th—Charles Ruff, fireman, back strained, abdomen, bruised, account slipping and falling on engine tank, at Pattenburg, N. J. H. S. Pennel, conductor; J. M. Keiser, engineman.

November 30th—Wm. O'Brien, switchtender, left arm and shoulder crushed, account being struck by engine, at Jersey City, N. J. Wm. B. Ahearn, conductor; L. Eagle, engineman.

December 1st—Samuel Lesher, trainman, thumb and finger of left hand crushed while coupling cars, at Oak Island, N. J. C. E. Cropsey, conductor; John Wilkins, engineman.

December 2d—John Turnbach, fireman, left foot bruised, account shaker wrench falling on same, at Pattenburg, N. J. F. A. Queen, conductor; P. Kromer, engineman.

December 5th—Joseph Cassidy, conductor, contusion and laceration of right leg, account car jumping the track while on bridge and catching him between car and upright framework, at Jersey City, N. J. J. Cassidy, conductor; L. Eagle, engineman.

December 6th—Anton Robiskey, section laborer, right foot bruised, account catching it between rail and tie, at East Oak Island, N. J. ———, conductor; ———, engineman.

December 7th—Samuel Shannon, trainman, left eye cut, account falling over switch stand, at Jersey City, N. J. R. Taylor, conductor; W. Maurer, engineman.

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December 9th—Ira O. Walker, trainman, bone in left ankle broken, account falling from tank of engine to ground, at South Plainfield, N. J. T. Kresge, conductor; F. Aber, engineman.

December 14th—Edwin F. Gay, conductor, left foot crushed, account being struck and run over by string of cars, at Jersey City, N. J. Harry Jones, conductor; Harry Keiper, engineman.

December 19th—Geo. Dreisbach, fireman, back sprained, while shaking fire he sprained his back, at Pattenburg, N. J. Abner Roth, conductor; Leroy Ritter, engineman.

December 21st—John P. Steigerwalt, conductor, back injured, account train parting and running together, throwing him against stove, at Phillipsburg, N. J. J. P. Steigerwalt, conductor; C. Hufford, engineman.

December 23d—Frank Hughan, trainman, knee cap cut, account being struck by post while riding on cars, at Pattenburg, N. J. J. Monaghan, conductor; J. Herbert, engineman.

December 23d—James B. Travers, brakeman, scalp wound, account falling from engine to ground, at Lansdown, N. J. B. H. Miller, conductor; Jas. White, engineman.

December 27th—Arthur G. Whiteman, conductor, both legs fractured, account falling to ground while trying to board train, at Jersey City, N. J. A. C. Whitman, conductor; N. Stark, engineman.

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LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$60,000 00
Cost of road and equipments,	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of 1¾ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

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LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Long Dock Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

The road extends from a point 210 feet north of centre of 17th street in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $480,000 and taxes, including also all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
for New Jersey in New York.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 11 Broadway, New York City.

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LUCASTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lucaston Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$16,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$16,000 00

Dividends paid during the year 1906, and how paid—None.

The road extends from Gibbsboro, N. J., to Lucaston, N. J., a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers (horse car),	$747 06
Income from freight,	827 28
Income from other sources (carrying mail),	125 00
Total,	$1,699 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,699 34

REMARKS.

This road is operated solely in the interests of John Lucas & Co.

P. O. address of the above company—Gibbsboro, N. J.

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State of New Jersey, Camden county, *ss.*—H. Spencer Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

H. SPENCER LUCAS.

Sworn and subscribed before me this seventh day of January, A. D. 1907.

[L. S.] ALFRED L. HENDERSON,
Commissioner of Deeds.

ACCIDENTS.

None.

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MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1½ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is the President of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

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MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$8,900 00
Bonded debt—None.	
Floating debt—None.	
Equipments valued at about,	$4,000 00

Dividends paid during the year 1906, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 7.73 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$4,227 36
Income from freight,	2,375 46
Income from other sources,	1,419 74
Total,	$8,022 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,143 28

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REMARKS

Road owned by Pennsylvania Railroad Company under name of Barnegat Railroad Company. We have no data of cost.

P. O. address of the above company—1414 South Penn square, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—Wm. Henry Sayen, being duly sworn, on his oath says, that he is President of the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

WM. HENRY SAYEN.

Sworn and subscribed to before me this 22d day of January, A. D. 1907.

[L. S] ALICE J. FRAMBES,
Notary Public.
Commission expires February 2, 1910.

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MANUFACTURERS' EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $53,700 00

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.* —W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Manufacturers' Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this 14th day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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MIDDLE BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following Report for the year ending December 31st, 1906:

Capital stock paid in, ... $4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New County, *ss*,—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York city.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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MIDDLE VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ...	$9,900 00

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed to before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.64 miles.

It is operated by Pennsylvania Railroad Company under authority of resolutions adopted by each company. This arrangement is terminable on 30 days' notice. Rental—Net earnings.

It is equipped and operated by the Pennsylvia Railroad Company, and the further information requred by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$5,180 71
Income from freight,	2,076 94
Income from other sources,	1,021 51
Total,	$8,279 16

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $17,673 69

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—26 Exchange Place, Jersey City, N. J.

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MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$15,000,000 00
Bonded debt,	32,077,000 00
Cost of road and equipments,	$46,134,154 04

The road extends from Hoboken to Phillipsburg, with Boonton branch additional, a distance of 118.90 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna, and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public. Appointed from Kings County.
Certificate Filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$3,454,178 14
Income from freight,	4,859,617 37
Income from other sources,	2,038,610 13
Total,	$10,352,405 64

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $7,282,241 71

Dividends paid during the year 1906, and how paid—$1,050,000.00 paid directly to stockholders by Lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

January 1st—Van Dyk, John, trespasser, struck by train on bridge at West Paterson, fatally injured.

January 4th—Jones, Edward S., struck by train at Paterson station, amputation of left leg.

January 5th—Jukes, J. A., engineer, fell from engine, bruising hip and cutting head at Hoboken.

January 6th—Shaw, George, employe, fell alighting from train at Newark and cut foot.

January 12th—Demato, Tony, trespasser, struck by train near Kingsland and fatally injured.

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Janaury 13th—Anderson, John, employe, fell from engine dislocating shoulder, Hoboken.

January 14th—Lozier, F. A., fireman, fell into turntable at Port Morris, sustaining contusion of right knee.

January 15th—Garrett M., fireman, had finger crushed while closing firebox door at Dover.

January 16th—Lewis, D. M., brakeman, fell from train at Paterson, sustaining injuries to side and thigh.

January 16th—Standish, John J., brakeman, fell from car at Hoboken and fatally injured.

January 16th—Lamp, Fred C., turn-table operator, grasped arc lamp wire, fatally injured, Hoboken.

January 16th—Snyder, Joseph, non-employe, throwing cross-arms out of moving car, fell, sustining fatal injuries west of Hoboken.

January 20th—Wilhelm, Walter, wife and child, struck by train at crossing, Hackettstown, fatal injuries to all three.

January 22d—Powers, Andrew, struck while driving over crossing at Orange, general bruises about body.

January 23d—Wilmarth, George, fireman, fell from engine at Hoboken, sustaining sprain of right elbow.

January 27th—Thomas, Harry, brakeman, allowed ball of switch to fall on foot, crushing big toe, Hoboken.

January 29th—McPeak, Charles, trespasser, struck by train while walking track at Wharton, fatal.

February 1st—Hosang, Max, iron worker, fell from terminal structure at Hoboken, sustaining fracture of left leg.

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February 10th—McAllister, Fred, struck by train while driving over crossing at Orange, sustaining scalp wound.

February 10th—Erbe, Wm., struck by train while driving over crossing at Orange, fatal.

February 11th—Sexton, J. A., fireman, fell from tank at Paterson, sustaining bruise of shoulder and hip.

February 17th—Hacklein, John, ironworker, heavy iron fell on finger at Hoboken terminal, finger crushed.

February 17th—Ryan, James, drillmaster, caught uncoupling cars and fatally injured, Hoboken.

February 26th—Slack, Robt. S., brakeman, coupling cars, right shoulder dislocated, Dover.

February 27th—Geiseke, Henery, struck by train, fatally injured, Hoboken.

February 27th—Perry, Chas. W., engineer, fell through bridge at Lincoln Park, sustaining scalp wound.

March 4th—Olsen, S. M., fireman, struck by backing engine, sustaining contusion of leg, Phillipsburg.

March 5th—Doherty, Frank, brakeman, struck by train, fatally injured at Hoboken.

March 7th—Unknown man, struck by train, fatally injured at Hackettstown.

March 7th—Kehoe, John, laborer, injured by explosion of torch at Hoboken.

March 12th—Harrington, George, brakeman, fell while uncoupling cars at Hoboken, fatal.

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March 12th—Scales, James, towerman, fell from tower at Denville, sustaining concussion of brain, fracture of jaw.

March 15th—Sorrell, John, trackman, finger cut off while cleaning interlocking at Mt. View.

March 21st—McNab, Celia, fell boarding train at Harrison, sustaining wrench of back.

March 30th—Malone, Michael, treasurer, struck by train, fatally injured at Paterson.

March 30th—Brown, John H., engine wiper, had finger caught in air brake at Hoboken, finger broken.

March 31st—Kelly, Mrs. Wm., fell while leaving train at summit, sustaining bruised back.

April 2d—Barsile, A., passenger, fell alighting from train, Roseville, scalp wound.

April 3d—Ross, M., laborer, case fell on foot at Newark, crushing foot.

April 3d—Isarello, Tony, laborer, ankle bruised while unloading plank by plank falling on same, Hoboken.

April 7th—Williamson, I. M., foot run over by baggage truck while hurrying to board train, Dover station.

April 8th—Yurkatat, Edward, bridgeman, caught between car and timber while loading timber at Newark, contusions side and arm.

April 9th—Perry, Leon, laborer, jumped from box car between tracks, struck and shoulder bruised, Port Murray.

April 9th—O'Shea, John, brakeman, fell from engine, spraining wrist, Washington.

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April 10th—Rochi, George, night foreman, loading freight, casting fell on foot, lacerating great toe, Port Morris.

April 14th—Shepard, B. C., non-employe, left foot bruised while cars being switched, Hoboken.

April 16th—Polo, Patrick, laborer, box of lemons fell against chest at Hoboken transfer, fell spraining ankle.

April 16th—Thompson, J., struck by train at Hoboken, fatal.

April 18th—Tietjen, John, non-employe, struck by train, fatally injured, Hoboken.

April 19th—Hansen, Otto, ironworker, fell from new terminal at Hoboken, spraining both ankles.

April 20th—Cerello, John, trackmen, rail fell breaking leg, Hoboken.

April 23d—Monthusky, John, trackman, finger bruised while pulling spikes.

April 24th—Ferry, Sam., laborer, foot bruised while transferring barrels at Hoboken.

April 26th—Gateley, Edw., trespasser, struck by train, fatal, Harrison.

April 27th—Shannon, Roscoe, foreman, caught between cable and drum of derrick at Newark, fracture of both legs.

May 1st—Rouse, Louis, trackman, heel crushed between rail and wheel of hand car at Washington.

May 1st—Desara, Joseph, trackman, finger broken while loading switch points at Washington.

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May 3d—Maxxolo, Jerry, brakeman, struck knee against switch at South Orange, laceration of knee.

May 3d—O'Keefe, Daniel, passenger, fell alighting from train at Convent, fatal.

May 3d—Vanderberg, C., struck by train while driving over crossing, sustaining bruises to shoulder, Paterson.

May 3d—Cox, A. M., driving horse down track, wagon overturned at Harrison, fractured skull.

May 4th—Smith, Ike, engineman, struck head against wall of tunnel, Hoboken, scalp wound.

May 5th—Lonergan, Dennis, passenger, fell alighting from train at Covenant, fatal.

May 7th— Reeve, John, passenger, fell boarding train at Grove street, sustaining bruises about body.

May 9th—Schlesinger, Chas., brakeman, crushed between cars fatally injured at Hoboken.

May 12th—Lyon, Geo. S., yardmaster, struck by girder extending over side of car at Hoboken, knee sprained.

May 16th—Royal D., laborer, foot bruised while lifting piano at Port Morris.

May 17th—Haley, Michael, trespasser, struck by train at Hoboken, one leg off.

May 18th—Scribner, G. A., struck by train at Short Hills, fractured arm and extensive bruises

May 19th—Klarmann, Edward, painter, fell from ladder at Hoboken, fracture of leg.

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May 22d—Kennedy, Patrick, non-employe, switch lamp fell to street at Harrison, bruising left breast.

May 22d—Andronsky, John, trespasser, had foot run over at Hopatcong.

May 23d—Chicholski, S., laborer, in work car which was struck by freight train at Mount View, sustained fracture of left leg.

May 24th—Fineh, C., bridgeman, finger broken while handling girder at Wharton.

May 24th—Walsh, David, drillmaster, squeezed between cars while opening knuckle at Hoboken, hips badly bruised.

May 29th—McMickle, Ernest, brakeman, foot caught between cars, Port Morris, bruises of foot.

May 29th—Jones, Harry, brakeman, train parted and collided, scalp wounds, Mount Arlington.

May 29th—Trimmer, Jesse, brakeman, train parted and collided, scalp wounds, Mount Arlington.

May 29th—Ryan, Wm., brakeman, train parted and collided, scalp wounds, Mount Arlington.

May 31st—John, Mike, laborer, was moving lumber when pile fell at Hoboken, leg fractured.

June 2d—Conlon, George, trespasser, fell from train at Secaucus, bruising back.

June 6th—Neross, John, trackman, struck by train and fatally injured at Hackensack bridge.

June 6th—Phillips, Milton, brakeman, caught between crippled and another car at Harrison yards, breaking several ribs.

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June 8th—Johnson, Edward, brakeman, struck car on another track, riding on side, at Port Morris, scalp wound.

June 11th—Laird, Harry, brakeman, fell from engine at Port Morris, had leg taken off.

June 12th—Rice, Clark, trespasser, struck by train, fatally injured, Hoboken.

June 14th—Conlon, John, struck by train at crossing, Paterson, fatally injured.

June 15th—Hourihan, Tim, brakeman, fell from top of car, sustaining bruise of arm and hip, West Paterson.

June 19th—Riley, Henry, engineer, cab door slammed shut, bruising finger, Hoboken.

June 21st—Bird, M. W., fireman, thumb caught between engine and side of tank while cleaning fire, Secaucus.

June 24th—Polgia, Tony, laborer, fell while walking track at Hoboken, arm broken.

June 25th—Recht, Alex., car inspector, struck by train at Hoboken, sustaining bruise shoulder and chest.

June 26th—Webster, K. E., watchman, fell from engine at Hoboken and bruised chest.

June 27th—Marfley, E., trespasser, struck by train at N. S. & W. crossing, fatally injured.

June 29th—Bennie E., laborer, pick slipped and penetrated foot at Hoboken.

July 3d—McCormick, S. J., brakeman, fell from car, Hoboken, bruising shoulders.

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July 4th—Ross, Alex., laborer, jumped on running board of engine, leg burned by relief valve, Hoboken.

July 5th—Cutsler, J. D., brakeman, fell from car at Hoboken, spraining back.

July 6th—Petdrick, J. D., engineman, fell alighting from engine at Morristown, injuring right leg.

July 7th—Ross, Mich., laborer, thumb bruised while handling freight at Paterson.

July 8th—Lee, Mrs., fell alighting from train at Hoboken, bruised about leg and hip.

July 11th—Hubert, Clarence, trainman, caught between hand railings of cars while cutting stay chains, at South Orange, head bruised.

July 12th—Ford, Wm., brakeman, fell from car at Orange, sustaining sprain of ankle.

July 13th—Herlihy, Tim., brakeman, fell alighting from car, Hoboken, internal injuries.

July 17th—Kelty, John, inspector, fell from roof of car, Hoboken, fracturing ankle.

July 25th—English, Edw., drillmaster, fell from car at Hoboken and fatally injured.

July 26th—Bennett, Jas. E., struck by train while driving over crossing at Hoboken, sprain of foot.

July 27th—Stackhouse, J. E., brakeman, fell from car at Netcong, fatally injured.

July 28th—Simarodi ———, trespasser, struck by train at Bergen tunnel, fatally injured.

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July 28th—Mills, J. W., fireman, fell from tank at Hoboken, fracture of leg, amputation of forearm and scalp wound.

July 29th—Rainono, Thos., laborer, hand caught in wrecking machinery, fingers badly bruised, Hoboken.

July 30th—Evers, H. E., passenger, fell from train and fatally injured at Roseville.

July 31st—Archer, Wm., trespasser, struck by train at Washington, bruised about body.

July 31st—Lance, Philip, trespasser, struck by train at Washington, contusion of face, scalp wounds.

August 2d—Vought, John, engineer, fell from engine at Dover, bruising arm.

August 2d—Davenport, A. F., carpenter, fell from ladder at Hoboken, spraining ankle.

August 3d—Lincoln, C. E., passenger, fell leaving moving train at Netcong, bruising hands and face.

August 4th—Harry, C. J., fireman, fell getting off engine, South Orange, bruising back.

August 5th—Weisenbaum, Mrs. E., trespasser, struck by train, fatally injured at Harrison.

August 7th—Henderson, Chas., brakeman, had four fingers and thumb injured, while coupling at Boonton.

August 11th—Cole, Robt., baggagemaster, hand caught between door and jamb, at Boonton, bone broken.

August 14th—Hall, James, conductor, struck overhead bridge at Boonton, fractured skull.

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August 16th—Oyer, Eugene, fireman, struck on wrist by piece of coal, cut, blood poison.

August 19th—Shaw, Wm., engineer, struck water crane at Port Morris, injuring arm and hand.

August 25th—Rochi, George, laborer, fingers bruised while trucking freight, Port Morris.

August 26th—Christ, Miss Florence, trespasser, struck by train, fatally injured at Netcong.

August 27th—Unknown man, struck by train while walking track, fatal, Huntley.

August 28th—Unknown man, body found under train at Towaco.

August 28th—Condon, J. J., fireman, shaker bar slipped, smashing toe.

September 1st—Adlum, Jos., passenger, fell boarding train, fatally injured at Netcong.

September 1st—Vanderhoof, V. W., brakeman, fell from top of car at South Orange, spraining ankle.

September 4th—Willever, Wm. mason, struck while riding on hand car, bruising right knee, Washington.

September 7th—Dorrity, J., brakeman, foot run over and crushed at Dover.

September 9th—Kitchen, Harry, brakeman, train parted and collided at Newark, injuries to head and cheek.

September 11th—Rossi, A., laborer, scaled by steam from passing engine, Hoboken.

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September 11th—Unknown man struck by train at Hoboken tunnel, sustaining scalp wound.

September 14th—McGraw D., trackman, struck by train, fatal, Port Morris.

September 15th —McCoy, Jerry, fire cleaner, fell in turn-table, spraining ankle, Hoboken.

September 15th—McNally, J. C., brakeman, thrown in caboose while drilling at Port Morris, ankle sprained.

September 15th—Bellish, Geo., car cleaner, fell from ladder, at Hoboken, bruises of arm and leg.

September 18th—Day, W. R., brakeman, fell from train, shaken up and bruised, Orange.

September 20th—Sisco, Alten, brakeman, fell getting off engine, Port Morris, sustaining hernia.

September 23d—Robinson, Chas,, conductor, fell from car at Secaucus, breaking bone in foot.

October 1st—Clayton, Bert, civil engineer, struck on lip by end of timber, laceration, Hoboken.

October 1st—Wah, Andrew, trackman, third finger crushed, while handling rails at Montville.

October 2d—Van Lenwe, Theophil, laborer, struck by engine, scalp wound, fracture of scalp, Hoboken.

October 3d—Whalen, John, trespasser, fell from train at Hoboken, sustaining scalp wound.

October 5th—Dickerman, L. A., brakeman, struck by train at Port Morris, scalp wounds.

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October 11th—Windoley, G., trackman, struck by hand car at Kingland, body bruised.

October 12th—Jones, Richard, brakeman, train started while he was disconnecting brake rigging at Hoboken, bruised about back and chest.

October 15th—Heinel, J. F., carpenter, toe smashed while unloading lumber at Hoboken.

October 16th—Wasdoski, Frank, gripman, coupling cars, crushed and fatally inured at Hoboken.

October 17th—Cole, Richard, struck by train at Paterson, fatally injured.

October 24th—McManus, John, laborer, bone in wrist broken while trucking freight at Newark.

October 27th—Force, Wm., engineer, fell jumping from engine, Washington, spraining ankle.

October 27th—Quial, Fred., brakeman, three fingers bruised while coupling cars at Montville.

October 28th—Unknown man, passenger, jumped from train, fatal.

October 28th—Hughes, F. S., engineer, fell alighting from engine, spraining shoulder, Hoboken.

October 31st—King, James, brakeman, fell from car at Hoboken, sustaining amputation of arm.

October 31st—Marose, Jos., passenger, struck signal bridge while on step of coach, foot crushed, Hoboken.

November 1st—Amorobo, Jos., struck by train at Hoboken, sustaining scalp wound.

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November 6th—Unknown man found between tracks at Secaucus, fatally injured.

November 6th—Batson, Frank, fireman, finger lacerated while working grate bar lifters, Port Morris.

November 6th—Vandeveer, Jas., brakeman, fell from car at Newark, injuring back.

November 9th—Huber, H., struck and fatally injured while driving across tracks at Passaic.

November 9th—Haraghey, Patrick, struck by train at Newark station, scalp wounds.

November 10th—McCall, Thos., trespasser, struck by train at Hopatcong, sustaining amputation of leg.

November 12th—O'Hearn, Wm., car dropper, fell from car at Hoboken, sustaining fatal injuries.

November 12th—Kealey, John, engineer., fell from engine at Hoboken, bruises to hips and shoulders.

November 13th—Phillips, Milton, brakeman, fell from car, breaking arm at Newark.

November 14th—Baxter, Henry, brakeman, fell from box car at Hoboken, scalp wounds.

November 15th—Case, D. C., brakeman, fell from car at Hoboken, breaking arm.

November 15th—Borner, Frank, passenger, coach door closed on hand bruising fiingers, South Orange.

November 16th—McLane, John E., fell boarding moving train, both legs taken off at Hackettstown.

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November 17th—Morris, Edw., brakeman, engine collided with tank car at Secaucus, fatal.

November 17th—Keogh, W. B., fell over track at Secaucus, spraining ankle.

November 24th—Laroche, Mrs., fell through station platform at Convent, leg bruised.

November 25th—Madosta, M., laborer, fell from hand car Hoboken, sprain of back.

November 26th—McCahill, B. F., passenger, fingers crushed by slamming of coach door, Orange.

November 28th—Jasniak, Wm., struck by train at Port Morris, foot crushed.

December 3d—Unknown man struck and killed at Newark.

December 3d—Oetzel, A., struck by train while driving over track at Orange, fracture of ribs.

December 4th—Bell, Wm., trespasser, struck by train, fatar, Secaucus.

December 4th—Collier, Irene, fell on station platform at Hoboken, injuring back.

December 4th—Tierney, T. J., trainman, fell from train at Harrison, fractured leg.

December 5th—Mooney, B. W., fire cleaner, fell into ashpit at Port Morris, bone in hand broken.

December 6th—Towner, James, engineman, fell from engine at Lincoln Park, bruising head and face.

December 8th—Neagle, John, tresspasser, struck by train at Orange, scalp wound.

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December 10th—Sickles, R., brakeman, fell from car at Secaucus, bruising hip and back.

December 10th—Brown, I., fireman, explosion of gas in firebox, burned about face and ears.

December 15th—Titus Mary, fell alighting from train at Newark, spraining wrists.

December 15th—Quinn, Jas., trespasser, struck by train and fatally injured at Dover.

December 20th—Gatti, Paul, laborer, hand bruised while unloading cars at Hoboken.

December 21st—Dunworth, Walter, brakeman, fell from train at Phillipsburg, wrist sprained.

December 27th—Luchey, John, trespasser, body found under cars at Orange.

December 29th—Latouche, ———, engineer, fell getting off engine, bruising hip. Hoboken.

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MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$221,000 00
Bonded debt—None.	
Floating debt,	73,253 66
Cost of road and equipments,	$294,253 66

The road extends from junction with Boonton Branch of the Morris and Essex Railroad Company into the city of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, under an agreement to pay four per cent. on its stock. Report of operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of

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the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public, Appointed from Kings County,
Certificate filed in New Yory County.

RECEIPTS AND EXPENSES FOR 1906.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—$8,840.00 paid directly to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

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MORRISTOWN AND ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morristown and Erie Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	12,500 78
Cost of road and equipments,	$709,893 88

Dividends paid during the year 1906, and how paid—None.

The road extends from Morristown to Essex Fells, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$5,974 49
Income from freight,	55,054 65
Income from other sources,	1,521 04
Total,	$62,550 18
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,382 49

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REMARKS.

The cost of road and equipments as stated above, represents the amount of stock and bonds paid by this company; $100,000 in bonds and $300,000 in stock paid to the Whippany River Railroad Company, to secure road from Whippany to Morristown, its equipments, franchise rights, trade, good will and other assets of the Whippany River Railroad Company, $100,000 in stock and $175,000 in bonds paid to the Whippany Construction Company for the construction of the road and appurtenances, right of way, real estate, station property and miscellaneous equipments between Essex Fells and Whippany, and $34,893.88 for betterments made by this company to January 1st, 1907.

P. O. address of the above company—Whippany, Morris county, N. J.

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this thirteenth day of March, A. D. 1907.

ISAAC W. CARPENTER,
Commissioner of Deeds
For State of New Jersey.

ACCIDENTS.

September 22d, 1906—Edward Travers, age 65 years, pedler, trespasser, sitting on track at curve, scalp wounds and bruises, recovered.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$95,650 00
Bonded debt,	75,000 00
Floating debt—None.	
Cost of road and equipments,	$170,650 00

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company. The present annual rental is six per cent. on $45,050 of the capital stock, all taxes and $200 for maintenance of organization. Bonded debt, $75,000, assumed at maturity by the lessee and interest ceased.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the

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Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$2,930 36
Income from freight,	6,314 85
Income from other sources,	444 55
Total,	$9,689 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$15,800 47

Dividends paid during the year 1906, and how paid—Two of three per cent. each on $45,050 stock, payable in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$160,000 00
Bonded debt—None.	
Floating debt (current accounts payable only),	2,236 42
Cost of road and equipments,	$150,880 08
Dividends paid during the year 1906, and how paid—December 24th, 1906, 8 per cent. paid in cash,	$12,800 00

The road extends from Wharton, N. J., to Mount Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from freight,	$24,056 71
Income from other sources,	471 98
Total,	$24,528 69
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,489 19

P. O. address of the above company—Catasauqua, Pa.

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State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me this ninth day of March, A. D. 1907.

[L. S.]

A. N. ULRICH,
Justice of the Peace.
My Commission expires May 4th, 1908.

ACCIDENTS.

None.

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NAVESINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this 14th day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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NEWARK BAY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark Bay Railway Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$13,000 00
Floating debt,	178 83
Cost of road and equipments,	$5,178 83

Dividends paid during the year 1906, and how paid—None.

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

[L. S.]

J. WM. ROBBINS,
A Foreign Commissioner of Deeds for New Jersey in Pennsylvania.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

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NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$103,850 00
Floating debt,	188,436 70
Cost of road and equipments,	$292,286 70

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 14th day of February, A. D. 1907.

LUDWIG R. MILLER,

[L. S.] *Notary Public. Appointed for Kings County. Certificate Filed in New York County.*

RECEIPTS AND EXPENSES FOR 1906.

Included in the Morris and Essex Railroad Company.
Dividends paid during the year 1906, and how paid—$6,231.00 paid to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Morris and Essex Railroad Company.

P. O. address of this compnay—No. 26 Exchange Place, New York City.

ACCIDENTS.

February 4th—Mrs. B. M. Abt, passenger, fell on station platform, bruising both legs; Bloomfield.

May 19th—F. W. Witherspoon, passenger, attempting to open window, broke glass, cutting wrist; Montclair.

May 19th—Saul Griesman, passenger, door slammed shut on fingers, cutting fingers; Watsessing.

August 2d—Michael Ferro, trespasser, attempting to steal ride, fell under wheels, leg run over; Bloomfield.

September 4th—Patrick Doland, warehouseman, trucking freight, fell from station platform, fracturing leg; Montclair.

September 13th—Thomas Hoar, freight trainman, fell from bridge while cutting cars, ankle sprained; Bloomfield.

October 9th—Peter Nelson, passenger, walking on station platform, struck by tank of engine, shoulder bruised; Watsessing.

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November 19—P. J. Tierney, freight trainman, fell from bridge while cutting cars at Bloomfield; bruised leg.

December 21st—J. E. Haywood, trespasser, body found alongside of track; Watsessing.

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NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00
Floating debt—None.	
Cost of road and equipments,	$355,056 18

The road extends from Bergen Junction to Newark, N. J., a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Newark and Hudson Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.] A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this compnay—Erie Railroad Company, No. 11 Broadway, New York City.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,610,010 55

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this ninth day of February, A. D. 1907.

[L. S.] D. H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate filed in Westchester County.

RECEIPTS AND EXPENSES FOR 1906.

See affidavit below.

State of New York, county of New York, *ss.*—R. A. White, Auditor of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn says, that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occuring on the New Jersey Junction Railroad during the year ending December 31st, 1906, is correct and true to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this ninth day of February, 1907.

[L. S.] D. H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate filed in Westchester County.

ACCIDENTS.

March 16th, 1906—Henry O. Messner, yard brakeman, at Jersey City, N. J., yard engine No. 367. Both legs bruised. Thrown from deck of car by impact, due to cars being switched against car upon which he was standing.

March 19th—Thomas Hayes, yard brakeman, at Jersey City, N. J., yard engine No. 367. Right leg and back bruised. Collision.

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July 5th—John Stephens, non-employe, at Jersey City, N. J., yard engine No. 316. Right foot crushed; attempting to board moving train.

September 30th—Clarence H. Ketchum, yard brakeman, at Jersey City, N. J., yard engine No. 367. Scalp wound; while descending side ladder of box car, his head came in contact with semaphore pole alongside of track.

November 2d—Unknown woman, non-employe, at Hoboken, N. J., train No. 32. Killed; struck by engine while walking on track.

November 24th—Jas. E. McCarthy, yard brakeman, at Jersey City, N. J., yard engine No. 370. Back injured; train parted, forward end stalled and rear end, which was being pushed by a C. R. R. of N. J. engine, collided with forward portion, throwing McCarthy from deck of a box car.

December 14th—Stephen McNearney, non-employe, at Jersey City, N. J., extra east bound freight train, engine No. 370. Killed; struck by train at highway crossing.

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NEW JERSEY AND NEW YORK RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey and New York Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	71,379 34
Cost of road and equipments,	$3,332,479 34

Dividends paid during the year 1906, and how paid—None.

The road extends from New Jersey and New York Junction to New City, N. Y., a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$313,604 88
Income from freight,	128,051 67
Income from other sources,	22,863 47
Total,	$464,520 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$437,229 38

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the

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New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

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NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey and Pennsylvania Railroad Company presents the following report for the ten months ending December 31st, 1906:

Dividends paid during the ten months ending December 31st, 1906, and how paid—None.

The road extends from White House Station to Watnong Station, a distance of 26 miles.

RECEIPTS AND EXPENSES FOR TEN MONTHS, MARCH 1ST TO DECEMBER 31ST, 1906.

Income from passengers,	$4,473 52
Income from freight, express, carrying mail, &c.,	26,030 43
Loan, as per order of Chancellor,	3,000 00
Total,	$33,503 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$30,924 38
Balance on hand December 31st, 1906,	$2,579 57

REMARKS

I was appointed Receiver of the New Jersey and Pennsylvania Railroad by the Chancellor of this State, to take over and operate

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the road from March 1, 1906. I am unable to answer the questions that refer to the receipts and expenditures prior to March 1, 1906. I am also unable to state of my own knowledge the capitalization, bonded debt, floating debt and cost of road and equipment.

P. O. address of the above company—Morristown, New Jersey.

State of New Jersey, Morris county, *ss.*—Frederic V. Pitney, being duly sworn, on his oath says, that he is Receiver of the New Jersey and Pennsylvania Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the ten months ending December 31, 1906, are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

Sworn and subscribed before me this 1st day of March, A. D. 1907.

FREDERICK B. COBBETT,
Commissioner of Deeds, Morristown,
Morris County, New Jersey.

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$31,000 00
Floating debt,	16,924 29
Cost of road and equipments,	$16,065 54

The road, as projected, is to extend from Weehawken to Harrington, N. J., a distance of 15½ miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —None.

REMARKS

Road not constructed.

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State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this 9th day of February, A. D. 1907.

[L. S.] D. H. HOUSE,

Notary Public in and for New York County, N. Y.

Certificate Filed in Westchester Co.

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NEW JERSEY SHORT LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Short Line Railroad Company presents the following report for the year ending December 31st, 1906:

RECEIPTS AND EXPENSES FOR 1906.

Capital stock paid in,	$779,500 00
Bonded debt,	764,500 00
Floating debt,	10,000 00

The road extends from the borough of Milltown to the city of Elizabeth, N. J., a distance of 18.892 miles.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —None.

REMARKS.

New Jersey Short Line Railroad Company is now in course of construction.

P. O. address of the above company—605 Land Title Building, Philadelphia, Pa.

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State of Pennsylvania, Philadelphia county, *ss.*—Richard J. D. Ashbridge, being duly sworn, on his oath says, that he is President of the New Jersey Short Line Railroad Company, and that the foregoiing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

RICHARD J. D. ASHBRIDGE.

Sworn and subscribed before me this 9th day of February, A. D. 1907.

[L. S.]

LOUIS DU HADWAY,
Notary Public.
Commission expires January 16th, 1909.

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NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in—preferred, $1,590,600; common, $1,000,000,	$2,590,600 00

Dividends paid during the year 1906, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$450,634 33
Income from freight,	414,259 75
Income from other sources,	366,914 72
Total,	$1,231,808 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,098,289 21

Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad

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Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

P. O. address of the above company—No. 143 Liberty street, New York City.

State of New York, New York county, *ss.*—Geo. F. Baer, being duly sworn, on his oath says, that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents during the year 1906 are correct and true, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

On or About Trains, Locomotives or Cars—Employes.

October 13th, 1906—Walter S. Forman, brakeman, injured at Lakewood. Engineer, Samuel Warwick; conductor, John Warner.

October 22d—Walter Gaskill, brakeman, injured at Red Bank. Engineer D. Mahoney; conductor, B. H. Cranmer.

Attempting to Board or Alight from Trains, Locomotives or Cars—Non-Employes.

July 11th, 1906—Daniel Waitt, passenger, injured at Matawan. Engineer, W. Miles; conductor, H. Attison.

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August 13th—Mrs. Thos. Z. Leather, passenger, injured at Port Monmouth. Engineer, E. Bouvier; conductor, W. G. Cline.

Struck by Trains, Locomotives or Cars at Stations—Non-Employes.

July 18th, 1906—Thomas Gaffey, trespasser, killed at Atlantic Highlands. Engineer, W. Hartman; conductor, Jos. Clevenger.

Struck by Trains, Locomotives or Cars at Points Along Line—Employes.

July 19th, 1906—Thomas Grady, flagman, killed at Highlands. Conductor, G. H. VanNote; engineer, Robert Flett.

Struck by Trains, Locomotives or Cars at Crossings—Non-Employes.

January 18th, 1906—Dr. J. L. Beck, killed, and Arthur Smith injured at Landis avenue, Norma. Engineer, C. D. Van Middlesworth; conductor, W. Durling.

August 15th—Dora Jimison, trespasser, killed at Broadway, Long Branch. Engineer, John Hurley; conductor, ——.

August 15th—Melissa Clark, trespasser, injured at Broadway, Long Branch. Engineer, John Hurley; conductor, ——.

October 12th—Hugh Thompson, trespasser, injured at Lakehurst. Engineer, D. Gautier; conductor, F. Hartman.

December 8th—John Dangler, trespasser, killed at Shrewsbury. Engineer, Adam Heim; conductor, H. A. Boyd.

December 12th—Harry Applegate, trespasser, injured at Lakewood. Engineer, W. Creveling; conductor, J. Conley.

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December 12th—Gardner Applegate, trespasser, injured at Lakewood. Engineer, W. Creveling; conductor, J. Conley.

December 27th—George Hyland, trespasser, killed at Bridgeton. Engineer, C. Rice; conductor, Belford Sheppard.

Derailment—Non-Employes.

June 11th, 1906—Geo. VanDusen, passenger, killed; C. C. Freeman, J. M. Halleck, Mrs. J. M. Halleck, E. Constantino, Mary O'Shea, J. E. Matthews, Floyd B. Wilson, Lizzie Bigger, John M. Lowe, Miss T. J. Weeks, John Baserco, A. Ernest, Caroline Gowdy, Rev. E. C. Hancock, Mrs. E. C. Hancock, John Walker, John Kimmel, Vincent Canovitz, Richard Thomas, J. F. Davidson, W. E. Gross, Mrs. W. E. Gross, W. A. Dunlap, Otto Mesloh, Mrs. W. B. Maloney, W. B. Maloney, Wm. Dugan, H. J. Terwilliger, J. E. Devitt, Mrs. W. B. Dunlap, Hugo Super, Fred Comstock, Edgar Devean and Samuel Tanhauser, passengers, injured at Eatontown. Engineer, Elisha Egbert; conductor, T. Dawson.

Coupling or Uncoupling Cars—Employes.

February 14th, 1906—B. H. Cranmer, conductor, injured at Lakehurst. Engineer, W. Morton; conductor, B. H. Cranmer.

Falling from Trains, Locomotives or Cars—Employes.

March 31st, 1906—Grover Cleveland Giberson, killed at Bridgeton. Engineer, H. Buckalew; conductor, Jos. Rainear.

Falling from Trains, Locomotives or Cars—Non-Employes.

February 15th, 1906—Cummie Jensen, passenger, injured at Galilee. Engineer, Gilbert Stout; conductor, A. S. Wooding.

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Coupling and Uncoupling Cars—Employes.

June 12th, 1906—John Cook Ely, brakeman, injured at Eatontown. Engineer, S. Warwick; conductor, J. V. Johnson.

July 17th—Thos. Merca, brakeman, killed at Vineland. Engineer, S. Harris; conductor, John Warner.

October 8th—A. G. Ralph, brakeman, injured at Matawan. Engineer, W. H. Savidge; conductor, Jas. Craig.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Terminal Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5.61 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York city.

ACIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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NEW YORK BAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New York Bay Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$500,000 00
Bonded debt,	4,056,623 68
Floating debt,	4,986,263 97
Cost of road and equipments,	$9,542,887 65

The road extends from

	Miles.
4,037 feet east of Waverly Station to bulkhead line at Greenville Transfer Bridges,	6.66
4,184 feet east of Waverly Station to Kearney Junction,	4.32
Junction with Passaic Branch, 1,633 feet east of Plank Road to Lister's Agricultural Chemical Works, Newark Terminus,	0.67
Junction with Passaic Branch, 2,415 feet east of Plank Road to Terminus,	0.16
4,806 feet west of South Street Station to south side of Eighteenth avenue, Newark,	1.76
A total distance of,	13.57

There is no lease. During the year 1906 the Pennsylvania Railroad Company paid a rental of $161,981.80, and taxes, for the use of the road.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

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State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

Dividends paid during the year 1906, and how paid—One of 4 per cent. paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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NEW YORK AND FORT LEE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company, lessee, in behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 00

Cost of road and equipments, as shown by report of January 23d, 1871.

The road extends from Jersey City to the division line between the States of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property for a distance of .24 miles.

It is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization not exceeding $1,000 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company.

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State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this 9th day of February, A. D. 1907.

[L. S.] D. H. HOUSE,

Notary Public in and for New York County, N. Y.

Certificate Filed in Westchester County.

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NEW YORK AND GREENWOOD LAKE RAILWAY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws oi the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessees of the New York and Greenwood Lake Railroad Company, presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company at an annual rental of $75,000.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railroad.

It is equqipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Uuderwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the New York and Green-

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wood Lake Railway, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,891,000 00

The Road extends from Perth Amboy to Bay Head Junction, a distance of 38.04 miles.

It is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

State of New York, city and county of New York, *ss.*—Geo. F. Baker, being duly sworn, on his oath says, that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the accounts of the operating companies.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS

January 30, 1906—Joseph Ketchel, residence Middeltown, N. J., while walking on track north of Red Bank bridge was struck and seriously injured by P. R. R. train No. 502. L. F. Shine, conductor; H. C. Trout, engineman.

February 25th—Henry Morris, residence, Little Silver, N. J., while walking on track south of Branchport crossing was struck and killed by a south-bound train between 5:00 and 6:00 A. M. (All the crews of trains passing that point between those hours disclaim any knowledge of this accident.)

March 7th—Frank Wagoner, residence, South Amboy, N. J., while walking on track at south end of Raritan Bridge was struck by a passing train and slightly injured. None of the train crews nor bridgeman had any knowledge of this accident.

April 4th—J. A. Anderson, residence Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 501, while drilling car at Spring Lake struck other cars on siding and was slightly injured. C. P. More, conductor; J. C. Lee, engineman.

April 18th—Frank Riddle, residence Manasquan, N. J., an engineman employed on C. R. R. passenger train No. 302, while passing siding north of West End station was struck on head by rod protruding from car of lumber and slightly injured.

May 3d—J. A. Anderson, residence Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 501 while drilling at Asbury Park, fell from car and slightly injured.

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May 11th—Tike Shaw, residence Long Branch, N. J., a brakeman employed on N. Y. & L. B. R. R. work-train was struck and fatally injured by a south bound train south of Broadway crossing. None of the train crews had any knowledge of this accident.

May 12th—James J. Mallon, residence Jersey City, N. J., a passenger on C. R. R. train No. 322, while riding on platform fell from a car when rounding curve at P. R. R. crossing, South Amboy, and was slightly injured. S. L. Pratt, conductor; W. J. Smith, engineman.

May 31—Joseph H. Miller, residence, Philadelphia, Pa., a passenger on P. R. R. train No. 397, while passing Avon station was struck by a missile shot through window and slightly injured. Jno. G. Clark, conductor; Wm. Morgan, enginman.

June 9—Henry E. Harris, residence Camden, N. J., an engineman employed on P. R. R. freight train No. 444, while oiling bell, struck overhead bridge north of Elberon station and seriously injured.

June 12th—Robert Davis, residence Ocean Grove, N. J., while crossing tracks on bicycle, north of Interlaken station, was struck by P. R. R. passenger train No. 204 and seriously injured. H. C. Allen, conductor; J. R. Todd, engineman.

June 16th—Charles H. Adams, residence Stroudsburg, Pa., a brakeman employed on C. R. R. freight train No. 344, while uncoupling cars at Matawan station, fell under wheels, and was instantly killed. Owen McVeigh, conductor; Henry Prime, engineman.

June 25th—Emilis Tammicello, residence West Grove, N. J., walked under gates at Springwood avenue crossing, Asbury Park, was struck by P. R. R. passenger train No. 202 and instantly killed. C. R. Evans, conductor; G. H. Burton, engineman.

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July 12th—Daniel Manion, residence Lakehurst, N. J., a fireman employed on C. R. R. engine No. 544, was struck by handle of switch in Point Pleasant yard and seriously injured.

July 20th—Louis Wagoner, residence Middletown, N. J., a track-walker employed on N. Y. & L. B. R. R., was struck by C. R. R. extra freight train, Engine No. 417, south of Middleton station, and seriously injured. D. Harrah, conductor; P. Davis, engineman.

July 27th—Conductor Kane, of C. R. R. extra freight train, engine No. 423, while shifting cars struck overhead bridge south of South Amboy station and was slightly injured. (No detailed report of this accident.)

August 15th—Louis Sterling, residence Jersey City, N. J., a brakeman employed on C. R. R. freight train No. 344, while drilling at Hazlet station, struck switch-stand and was seriously injured. Owen McVeigh, conductor; W. Brennan, engineman.

August 16th—William O'Brien, residence Elizabeth, N. J., while stealing a ride on C. R. R. freight train No. 347 jumped from train when passing through South Amboy and was seriously injured. John Conley, conductor; Wm. Crevelling, engineman.

August 20th—Earl Tilton, residence Wall township, N. J., while crossing tracks on bicycle, south of Belmar station, ran into side of N. J. S. passenger train No. 72 and was seriously injured. G. H. VanNote, conductor; Robert Flett, engineman.

August 20th—Tony Tranvinsky, residence Perth Amboy, N. J., a passenger on C. R. R. train No. 327, jumped from car after leaving South Amboy station and was seriously injured. (Not noticed by any of the train crew.)

August 24th—Mrs. Hannah Vanderhoff, residence Mount Vernon, N. Y., while walking on track north of Como station was

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struck by P. R. R. passenger train No. 292, and instantly killed. Joseph Allen, conductor; Thos. H. Joiner, engineman.

August 31st—Thomas R. Doran, residence Point Pleasant, N. J., a brakeman employed on P. R. R. passenger train No. 221, while shifting cars in Point Pleasant yard struck swith-target and was slightly injured. Theo. Goble, conductor; J. M. Pickle, Engineman.

September 18th—John J. Whitworth, residence South Amboy, N. J. while walking along track at David street crossing, South Amboy, was struck and fatally injured by C. R. R. passenger train No. 333. W. A. Hayes, conductor; H. Lovell, engineman.

October 8th—Mrs. Stitt and two (2) children, residence Belmar, N. J., while driving across tracks south of Belmar station, were struck by P. R. R. freight train No. 502 and seriously injured. Charles P. More, conductor; J. J. Peterson, engineman.

October 16th—Hans Hansen, residence Perth Amboy, N. J., while working on Raritan Bridge was struck by C. R. R. passenger train No. 373 and seriously injured. Wm. Crevelling, conductor; C. Pittenger, Engineman.

October 30th—John Ridgmay, a brakeman on C. R. freight train No. 341 struck overhead bridge at South Amboy and was slightly injured. Owen McVeigh, conductor.

December 6th—Thomas Martin, residence Keyport, N. J., while attempting to board train No. 369 at Matawan station fell under car and was seriously injured. F. P. Fairbanks, conductor; C. Hodge, engineman.

December 19th—Nelson L. Bonnell, residence Elizabeth, N. J., a brakeman employed on C. R. R. freight train No. 342, while drilling at South Amboy, fell between cars and was seriously injured. Wm. D. Batson, conductor; J. Berry, Engineman.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	637,342 17
Cost of road and equipments,	$39,136,342 17

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$512,414 08
Income from freight,	1,663,781 72
Income from other sources,	76,672 37
Total,	$2,252,868 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,573,511 07

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York, Susquehanna and Western Railroad Company, and

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that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
for New Jersey in New York.

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NORTHERN RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad, as lessee of the Northern Railroad of New Jersey presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,000,000 00
Bonded debt,	654,000 00
Cost of road and equipments,	$1,654,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170 and taxes.

The particulars of the operation and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the Erie Railroad Company, and the further information required by law is furnished by that company.

State of New York New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
for New Jersey in New York.

P. O. address of this company—Erie Railroad Company, No. 11 Broadway, New York City.

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OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$450,000 00

The road extends from Nolan's Point to Ogden Mine, a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me this twelfth day of February, A. D. 1907.

[L. S.]

W. T. STEEL,
Notary Public.
Commission expires January 20th, 1911.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$111,050 00
Bonded debt—None.	
Floating debt,	32,368 96
Cost of road and equipments,	$143,418 96

The road extends from Summit Junction to Bernardsville, a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of operations is included in report of Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public, Appointed from Kings County,
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—$5,552.50 paid directly to stockholders by Lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

January 20th, 1906—Mrs. John Cross, crossed tracks ahead of engine, struck, fatally injured at Lyons.

March 3d—R. B. Jones, fireman, fatally injured in collision at Millington, extra No. 534 collided with train No. 327; J. Slater, engineer, back bruised, Millington collision; L. H. Benjamin, fireman, scalded, Millington collision; Wm. J. Kearns, passenger, injuries, Millington collision; J. R. Turner, passenger, injuries, Millington collision; E. W. Eberhardt, passenger, injuries, Millington collison; Sarah E. Van Pelt, passenger, injuries, Millington collision; Bessie Parker, passenger, injuries, Millington collision; M. Poyer, passenger, injuries, Millington collision; Andrew Stolz, passenger, injuries, Millington collison.

March 21st—Paul Appol, trespasser, struck by train while walking track, skull fractured, leg fractured, internally injured at Bernardsville.

April 30th— ——, Skeever, walking track, struck and fatally injured at Gilette.

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PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$100,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$100,000 00

The road extends from Bernardsville to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Passaic and Delaware Railroad Company, under an agreement to pay four per cent. on its stock. Report of operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public, Appointed from Kings County,
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—$4,000.00 paid directly to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Passaic and Delaware Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

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PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$70,000 00
Bonded debt,	70,000 00
Cost of road and equipments,	$140,000 00

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of 3 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at the annual rental of $4,200.00 and taxes.

The particulars of the operation and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

State of New York, New York county, ss.—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York and Passaic Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

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PASSAIC RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ...	$7,700 00
Cost of organization and right of way, ...	$7,700 00

Dividends paid during the year 1906, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. No constructing has been done.

P. O. address of the above company—No. 143 Liberty street, New York city.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on

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the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this 14th day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$630,000 00

The road extends from the City of Paterson to Marion, Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of fifty-three thousand and four hundred dollars, including land in Jersey City.

It is equipped and operated by the Erie Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this 3d day of January, A. D. 1907.

WILLIAM NELSON,
Notary Public, New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Dividends paid during the year 1906, and how paid—8 per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON AND HUDSON RIVER RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company as Lessees of the Paterson and Hudson River Railroad, present the following report for the year ending December 31st, 1906:

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400.00 and taxes.

The particulars of the operation and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county. *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he President of the Erie Railroad Company as Lessees of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

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Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company as lessees of the Paterson, Newark and New York Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Cost of road and equipments,	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental of $35,000.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the lessees, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessees of the Paterson, Newark and

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New York Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 20th day of February, A. D. 1907.

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$298,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments, including cost of Union Railroad,	$298,000 00

The road extends from Paterson to New York State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars ($26,500).

It is equipped and operated by the Erie Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

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Sworn and subscribed before me this third day of January, A. D. 1907.

WILLIAM NELSON,
Notary Public, New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Dividends paid during the year 1906, and how paid—8 per cent. paid in cash, ... $23,840 00

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON AND RAMAPO RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Paterson and Ramapo Railroad presents the following report for the year ending December 31st, 1906:

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Paterson and Ramapo Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1907.

[L. S.] A. L. TTAVIS,

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Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 11 Broadway, New York City.

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

It is equipped and operated by the Union Transportation Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$228,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$356,970 79

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by Pennsylvania Railroad Company, by authority of resolutions adopted by each company. This arrangement is terminable on 30 days notice. Rental, net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Perth Amboy and Woodbridge Railroad Co., and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$120,169 71
Income from freight,	116,710 13
Income from other sources,	14,102 68
Total,	$250,982 52

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$164,524 24

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—22 Federal street, Camden, N. J.

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PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	208,041 97
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.03 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$6,199 57
Income from freight,	1,951 45
Income from other sources,	1,532 41
Total,	$9,683 43

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $22,633 12

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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PHILADELPHIA AND BRIGANTINE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Brigantine Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—See former reports.

The road extends from Brigantine Junction to Brigantine Island, a distince of 14 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies None.

REMARKS.

The mortgage on this company was foreclosed and the property sold and bought in by me for the benefit of the bondholders in May, 1904, since which time the property has not been in

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operation. There is no change in the report made last year, except as arises from deterioration.

JOHN O. HEALD,
Owner and Agent,
Residence, 182 Park Av., Orange.

P. O. address of the above company—141 Broadway, New York City.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is the owner and agent of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this 15th day of January, A. D. 1907.

EMIL SCHULTZE,
Master in Chancery.

ACCIDENTS.

None.

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PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	394,057 40
Cost of road and equipments,	$1,547,520 63

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.70 miles; Brown's Mills Junction, N. J., to Brown's-Mills-in-the-Pines, N. J., 1.83 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1.18 miles; a distance of 48.71 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railraod Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$96,802 78
Income from freight,	37,393 10
Income from other sources,	7,887 01
Total,	$142,082 89

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $198,797 80

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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THE PORT READING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,794,666 67

Dividends paid during the year 1906, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.	
Income from freight,	$829,966 93
Income from other sources,	3,961 99
Total,	$833,928 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$889,526 01

State of Pennsylvania, Philadelphia County, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1906 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this ninth day of February, A. D. 1907.

[L. S.]

C. K. KLINK,
Notary Public,
My Commission Expires April 18, 1907.

ACCIDENTS.

January 28th, 1906—Stewart Weiss, employe, non-fatally injured, struck by pole, Port Reading, N. J. C. Pearse, conductor; W. Hunsberger, engineer.

February 2d—Washington Love, employe, non-fatally injured, fell off engine, Port Reading, N. J. E. W. Hull, conductor; Washington Love, engineer.

February 15th—Wiliam Mumbauer, employe, non-fatally injured, struck by tank board, Port Reading, N. J. George Geiss, conductor; William Mumbauer, engineer.

March 10th—Michele Trotta, employe, non-fatally injured, car run over ankle, Port Reading, N. J. ———, conductor; ———, engineer.

March 21st—William Hess, employe, non-fatally injured, struck by hook, Port Reading, N. J. James Toner, conductor; Parker Brown, engineer.

May 13th—William Laskey, employe, non-fatally injured, getting off car, Port Reading, N. J. Patrick McIntosh, conductor; Harry Vernon, engineer.

May 17th—James Martin, employe, non-fatally injured, frog fell on hand, Port Reading, N. J. George Geiss, conductor; Alfred Bitting, engineer.

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June 1st—Harry Marks, employe, non-fatally injured, caught between cars, Port Reading, N. J. Arthur A. Gauld, conductor; Daniel Hurley, engineer.

June 1st—Michael Mahoney, employe, non-fatally injured, fell off car, Port Reading, N. J. Thomas Eak, conductor; E. Lunepeter, engineer.

June 21st, William Heller, employe, non-fatally injured, fell off car, Port Reading, N. J. William Heller, conductor; Daniel Hurley, engineer.

June 27th—John Meade, employe, non-fatally injured, caught between coal chute and post, Port Reading, N. J. Arthur A. Gauld, conductor; Daniel Hurley, engineer.

July 30th—Otto C. Beecher, employe, fatally injured, struck by bridge, Port Reading, N. J. Otto C. Beecher, conductor; I. C. Noll, engineer.

August 21st—Karol Danyliszyn, employe, non-fatally injured, drawhead fell on hand, Port Reading, N. J. ———, conductor; ———, engineer.

September 5th—Pito Miseuvicz, employe, non-fatally injured, fell from car, Port Reading, N. J. Thomas Eak, conductor; Joseph Dale, engineer.

November 8th—James Toner, employe, non-fatally injured, struck by car, Port Reading, N. J. James Toner, conductor; Parker Brown, engineer.

December 3d—Samuel Barcellona, non-employe, non-fatally injured, struck by engine, Port Reading, N. J. J. Prosser, conductor; G. Slack, engineer.

December 21st—Bernard Horn, employe, non-fatally injured, spring box fell on foot, Port Reading, N. J. ———, conductor; ———, engineer.

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RAHWAY VALLEY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rahway Valley Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in—None.	
Bonded debt—None.	
Floating debt,	$350,689 26
Cost of road and equipments,	$337,689 26

Dividends paid during the year 1906, and how paid—None.

The road extends from Roselle Park, Aldine, to Summit, a distance of ten miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$4,435 92
Income from freight,	14,375 03
Income from other sources,	1,062 88
Total,	$19,873 83
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$30,942 70

P. O. address of the above company—Kenilworth, N. J.

State of New York, Chemung county, *ss.*—W. W. Cole, being duly sworn, on his oath says, that he is President of the Rahway

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Valley Railroad, and that the foregoing statement and the annexed statements of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

W. W. COLE.

Sworn and subscribed before me this 5th day of February, A. D. 1907.

[L. S.]

J. J. CURTIS,
Notary Public.

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RARITAN NORTH SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ...	$66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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RARITAN RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan River Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$400,000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,	$884,540 43

Dividends paid during the year 1906, and how paid—Two dividends—2½ and 3 per cent., in all 5½ per cent.—on par value of capital stock paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles. Branches, 9.02 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$5,303 52
Income from freight,	153,874 93
Income from other sources,	9,818 19
Total,	$168,996 64
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$101,893 25

P. O. address of the above company—No. 15-21 Exchange Place, Jersey City, N. J.

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State of New Jersey, Hudson county, *ss.*—Frank H. Earle, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this twelfth day of February, A. D. 1907.

EDWIN F. SMITH,
Notary Public of New Jersey.

ACCIDENTS.

January 8th, 1906—Wm. H. Hewlitt (colored), a truck driver, was pushed against freight house by a cask of color which was being rolled from freight car at New Brunswick, and had leg broken.

March 13th—August Weller, age fifteen, jumped from passenger train while in motion at Parlin, and was slightly injured. Conductor, Richard Sullivan; engineer, John Sullivan.

March 14th—Charles Novock, brakeman, fell from car while applying brake at Lett's switch, Sayreville Branch, and bruised back. Conductor, Morris Lucitt; engineer, James Yetman.

November 6th—Stanley Witskoski, brakeman, fell from locomotive tank at South Amboy, and injured knee. Conductor, Wm. Primka; engineer, Thomas Sharkey.

November 28th—R. L. Morgan, baggage master, while unloading baggage at South River, had foot bruised. Conductor, Richard Sullivan; engineer, John Sullivan.

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RARITAN TERMINAL AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan Terminal and Transporation Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	3,747 18

Dividends paid during the year 1906, and how paid—None.

The road extends from Lehigh Valley Railroad to Raritan Copper Works, a distance of about 1 mile.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.	
Income from freight,	$10,879 28
Income from other sources,	47,038 70
Total,	$57,917 98

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$42,612 40

P. O. address of the above company—P. O. Box 1247 New York City.

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State of New York, New York county, *ss.*—D. M. Rosenthal, being duly sworn, on his oath says, that he is Secretary of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

D. M. ROSENTHAL.

Sworn and subscribed before me this fourth day of March, A. D. 1907.

MORRIS MYERS,
Notary Public.

[L. S.]

ACCIDENTS.

None.

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ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt,	30,000 00
Cost of road and equipments (including cost of abandoned portion),	$60,000 00

The road extends from Quarry, in Montville township, Morris county, N. J., to Junction with the Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.792 miles.

It is equipped and operated by the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says, that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH D. BEDLE.

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Sworn and subscribed before me this eighteenth day of March, A. D. 1907.

FRANK E. WILLIAMSON,
Notary Public of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —None.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 26 Exchange Place, New York City, N. Y.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$45,654 14

The road extends from Kingston, N. J., to Rocky Hill, N. J., a distance of 2.38 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company, at an annual rental of 6% on $18,700 capital stock, held by individuals, taxes, and $100 for maintaining the organization.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Rocky Hill Railroad and Transportation Company, and that the

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foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirty-first day of January, A. D. 1907.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$2,399 46
Income from freight,	17,995 49
Income from other sources,	836 27
Total,	$21,231 22
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,765 13

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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SOUND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $149,200 00

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, equals a distance of 6.17 miles.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,638,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$1,930,540 45
Dividends paid during the year 1906, and how paid—$81,930—July, 3 per cent.; December, 2 per cent.	

The road extends from Netcong to Franklin and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$53,342 52
Income from freight,	99,743 28
Income from other sources,	33,816 01
Total,	$186,901 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$160,873 48

P. O. address of the above company—No. 26 Exchange Place, New York City.

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State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL,
President.

Sworn and subscribed before me this fifteenth day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public, Appointed from Kings County,
Certificate filed in New York County.

ACCIDENTS.

April 4th, 1906—Frank Quackenbush, conductor, fell from caboose alighting, straining cords of knee, fracturing bone in leg. Andover.

May 22d—Wilson Roberson, non-employe, struck by train while walking track, scalp wound. Andover Junction.

May 22d—Irving McCarrick, non-employe, struck by train, skull fractured. Andover Junction.

July 15th—Mrs. Anna Wagman, passenger, alighting from train, bruised leg. Cranberry Lake.

August 17th—Samuel Myers, trainman, caught clothing on casting while coupling, dragged between platform and car, two ribs broken. Augusta.

September 23d—Geo. F. Myers, trainman L. H. R. R., making coupling between D. L. & W. and L. & H. engines, cought foot between pilot of engine, bruising same. Andover Junction.

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October 26th—C. K. Foster, alighting from moving train, fell between cars and platform, fatally injured. Newton.

November 16th—Chas. Counterman, trainman, stepped in between cars as they came together, bruising chest. Monroe.

November 27th—Geo. Schillen, trespasser, struck and fatally injured at Cranberry Lake.

December 21st—John Estwick, trainman, fell from top of car, bruising left side. Branchville.

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TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ...	$240,000 00

The road extends from Lakehurst to Toms River, a distance of 7.57 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Toms River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	244,351 89
Cost of road and equipments,	$544,351 89

Dividends paid during the year 1906, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles; Trenton, Lawrenceville and Princeton Extension Railroad, from Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$49,404 92
Income from freight,	5,422 57
Total,	$54,827 49
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$27,598 55

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REMARKS.

This report includes Trenton, Lawrenceville and Princeton Extension Railroad Company. Capital stock, $50,000; no other debts.

P. O. address of the above company—Trenton, N. J.

State of New Jersey, Mercer county, *ss.*—C. M. Bates, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

[L. s.] WILLIAM S. MILLS,
Notary Public of New Jersey.

ACCIDENTS.

October 5th, 1906—About 10.08 P. M., during a heavy fog, head-on collision between two passenger cars occurred at Reeds Switch, eight passengers and two employes injured, no one seriously hurt except motorman of East bound car whose injuries resulted in amputation of both feet.

No other accident involving injury to persons.

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TRENTON AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,000,000 00
Bonded debt,	1,000,000 00
Floating debt,	62,073 02
Cost of road and equipments,	$1,859,371 09

Dividends paid during the year 1906, and how paid—None.

The road extends from a point near the City of Trenton to a point near the borough of Milltown, just outside of New Brunswick, a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$71,102 82
Income from other sources,	479 29
Total,	$71,582 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$50,793 25

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P. O. address of the above company—605 Land Title Building, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—I. H. Silverman, being duly sworn, on his oath says, that he is President of the Trenton and New Brunswick Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

I. H. SILVERMAN,
President.

Sworn and subscribed before me this fourth day of February, A. D. 1907.

[L. S.]

LOUIS DU HADWAY,
Notary Public.
Commission Expires January 16th 1909.

ACCIDENTS.

February 19th, 1906—Chris. Golden, bruised shoulder and forehead.

May 6th—R. D. Caldwell, J. Robinson, David Moore, Jas. Daly, J. J. Mariner Ned Glynn, Harvey Stein, Geo. Devine, E. H. Ludlow, Emlie Hopkins, Nicholas Bahn, Mrs. Frank Novark, David Chamberlain, sprains, cuts and minor bruises. A. Vanderveer, clerk; H. Bohnenberger, conductor; J. Murphy, motorman, dismissed; Robert Laird, conductor, dismissed.

May 22d—Unknown man lying on track, run over and killed.

July 29th—August Frolicia, struck by step and killed, while attempting to board a moving car.

December 30th—Chas. H. Smith, Mrs, Chas. H. Smith, Russell Smith, slightly shocked from driving in front of moving car.

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TRENTON TERMINAL RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton Terminal Railroad presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$2,000 00
Bonded debt,	15,000 00
Cost of road and equipments,	$21,428 93

Dividends paid during the year 1906, and how paid—None.

The road extends from Olden avenue and Liberty street to Trenton and New Brunswick Railroad, a distance of 7/8 mile.

REMARKS.

This road is leased to the Camden and Trenton Railroad Company, the receipts and expenses of operation and maintenance is by the above named company.

P. O. address of the above company—M. B. Perkins, Beverly, N. J.

State of New Jersey, Mercer county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his solemn affirmation says, that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement and the annexed statement of accidents

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on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmed and subscribed before me this sixth day of March, A. D. 1907.

WM WRIGHT,
Notary Public.

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TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$552,241 54
Bonded debt,	99,882 50
Floating debt,	798 53
Cost of road and equipments,	$662,017 05

Dividends paid during the year 1906, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$28,917 90
Income from freight,	26,389 83
Income from other sources,	6,358 43
Total,	$61,666 16
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$55,193 05

P. O. address of the above company—Tuckerton, N. J.

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State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this eighteenth day of January, A. D. 1907.

[L. S.] EDWARD RAMSEY.

ACCIDENTS.

March 27th, 1906—Charles Estlow, track laborer, was slightly injured by fall from hand car.

September 11th—George Lowry, a small boy, jumped on steps of freight car while train was drilling in yard at Manahawkin; he fell, was badly injured, and died in a few days.

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UNION TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Union Transportation Company presents the following report for the year ending December 31st, 1906:

Dividends paid during the year 1906, and how paid—$483.75.
Paid by check.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$33,717 78
Income from freight,	21,037 61
Income from other sources,	3,426 79
Total,	$58,182 18
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$54,659 86

P. O. address of the above company—New Egypt, N. J.

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

F. S. GASKILL,
President.

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Sworn and subscribed before me this fourth day of March, A. D. 1907.

BENJAMIN P. BUSSOM,
Notary Public.

[L. S.]

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UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$58,524,565 40

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 475.18 miles, also the canal from Bordentown to New Brunswick, 44 miles, and Feeder, 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on the capital stock and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of New York, Queens county, *ss.*:—John C. Barron, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal, and that the foregoing

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statement is true and correct, to the best of his knowledge and belief.

JOHN C. BARRON.

Sworn and subscribed before me this thirteenth day of February, A. D. 1907.

[L. S.] HENRY I. NEWELL,
Notary Public, Queens County, N. Y.
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$11,765,976 68
Income from freight,	18,416,628 90
Income from other sources,	2,583,538 72
Total,	$32,766,144 30
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$24,833,996 33
Net earnings,	$7,932,147 97
Dividends paid during the year 1906, and how paid—Ten per centum on capital stock paid quarterly by The Pennsylvania Railroad Company, Lessee,	$2,124,040 00

P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS—AMBOY DIVISION.

Persons Killed by Trains while Crossing Tracks.

April 14th—Harry Welch, killed at East Burlington, N. J. W. A. Gwynne, conductor; B. F. Lucas, engineman.

May 22d—James Danley, killed at Riverside, N. J. R. R. West, conductor; W. Fennimore, engineman.

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July 28th—Leon Whitcomb, killed at Seaside Park, N. J. J. G. Clark, conductor; G. Wilkinson, engineman.

August 13th—Guiseppi Diotti, killed at Camden, N. J. L. C. Wright, conductor; Jas. Burden, engineman.

August 18th—Geo. J. Laffargue, killed at Allaire, N. J.; Mrs. Geo. J. Laffargue, killed at Allaire, N. J.; Mrs. Chas. Lurch, killed at Allaire, N. J. H. M. Vannest, conductor; D. Emmons, engineman.

August 24th—Mrs. Hannah Vanderhoff, killed at Como, N. J. Jos. Allen, conductor; T. Joiner, engineman.

September 16th—J. Mitchell, killed at Morris Station, N. J. Unknown.

December 18th—Mrs. Ed. Hultz, killed at Iricks Crossing, N. J.; Lavinia Hults, killed at Iricks Crossing, N. J. T. A. Robertson, conductor; F. Stults, engineman.

December 24th—Mrs. Mark Ware, killed at Camden, N. J. Unknown.

Persons Injured by Trains while Crossing Tracks.

March 1st—Frank E. Steiner, head injured, near West Palmyra, N. J. J. H. Hartman, coductor; W. B. Jobes, engineman.

March 2d—Benj. Funk, left leg and head cut; Chas. E. Alloway, left shoulder cut, at Fourth Street Crossing, Camden, N. J. T. A. Robertson, conductor; A. A. Engle, engineman.

March 22d—David C. McGallaird, head injured at Yardville, N. J. T. H. Jones, conductor; E. W. Cain, engineman.

April 16th—Jos. Davis, Jr., fatally injured at West Palmyra, N. J. E. Deacon, conductor; H. H. Crispin, engineman.

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July 13th—Geo. H. Bassett, body, arms and legs bruised, at Fish House, N. J. F. Johnson, conductor; G. E. Willetts, engineman.

July 18th—Harry Wilson, body, arms and legs injured, near Riverside, N. J. W. R. Richart, conductor; Wm. Everham, engineman.

August 13th—John Becker, right foot injured, at Trenton, N. J. C. O. Leigh, conductor; Wm. Hagerman, engineman.

August 18th—Chas. Lurch, body, arms and head injured, at Allaire, N. J. H. M. Vannest, conductor; D. Emmons, engineman.

September 4th—W. H. Reeves, right side injured, at Washington Street Crossing, Mt. Holly, N. J. S. G. Crockford, conductor; W. Lacey, engineman.

December 4th—A. Fabricant, right side and head injured, at Lower Jamesburg, N. J. A. P. Kisner, conductor; W. M. Rue, engineman.

Persons Killed or Injured Getting On or Off Moving Trains.

March 7th—Mrs. F. Cranfield, body, right foot and left hand injured, Camden, N. J. D. A. Clapp, conductor; D. Isard, engineman.

May 30th—Mrs. H. E. Smock, back bruised, getting off at North Asbury Park, N. J. F. H. Dey, conductor; T. H. Berrien, engineman.

June 12th—Chas. Douglass, both knees skinned, getting on at Belmar, N. J. F. H. Dey, conductor; E. E. Bouse, engineman.

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June 30th—H. Chapin, both knees slightly injured, getting off at Camden, N. J. C. A. Nesbitt, conductor; J. Jones, engineman.

July 14th—Mamie Solomon, shoulder slightly injured getting on at Camden, N. J. E. Schneider, conductor; T. Jobes, engineman.

July 25th—C. Burroughs, killed, jumping on at Haddon avenue, Camden, N. J. A. L. Geddes, conductor; S. Allen, engineman.

August 16th—Miss Myrtle Mather, arm injured getting off at Long Branch, N. J. Unknown.

August 25th—Miss Katherine D. Shirk, left shoulder and back sprained getting on at Camden, N. J. Unknown.

September 2d—Miss Mary McCurdy, left side and hip bruised, getting off, Bordentown, N. J. H. P. Lewis, conductor; W. Griscom, engineman.

October 22d—Francis Ware, right leg cut off, jumping off at Camden, N. J. H. W. Smith, conductor; C. Archer, engineman.

October 22d—Mrs. Jane Casey, head and hip injured, getting off at Palmyra, N. J. R. H. Robbins, conductor; H. Crispin, engineman.

October 25th—Chas. Johnson, right side injured, getting off at Hightstown, N. J. Unknown.

November 6th—George Smith, left foot crushed, jumping on at Old Bridge, N. J. E. F. McFadden, conductor; W. H. Fortney, engineman.

November 9th—Annie Gilberson, head slightly injured, getting off at Burlington, N. J. W. W. Gaskill, conductor; J. Worts, engineman.

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November 12th—Gerdo Pepo, arm injured, getting off at Prospect Plains, N. J. W. W. Gaskill, conductor; J. Wortz, engineman.

November 28th—Elizabeth Murray, right side injured, getting on at Burlington, N. J. H. G. VanMarter, conductor; J. Crompton, engineman.

November 29th—Miss A. R. Lippincott, head injured, getting off at Pemberton, N. J. T. J. Owens, conductor; Geo. Wilkinson, engineman.

December 24th—Albert D. Shaw and Geo. A. Shaw, slightly injured getting off, Delair, N. J. W. N. Tapper, conductor; T. C. Eckman, engineman.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

February 22d—Alex. McClain, killed, walking on track at Kinkora, N. J. A. F. Perret, conductor; G. F. Brannin, engineman.

February 22d—Thos. O'Brien, right hip injured at Kinkora, N. J. A. F. Perret, conductor; C. F. Brannin, engineman.

April 21st—H. Fritzsche, fatally injured at Federal Street Crossing, Camden, N. J. W. S. Rose, conductor; E. Stacey, engineman.

May 14th—Jos. McDonald, badly injured near Fish House, N. J. A. T. Jones, conductor; A. Stanley, engineman.

May 19th—Thos. Smith, killed, walking on tracks at Beideman, N. J. R. H. Robbins, conductor; J. Downs, engineman.

June 3d—J. Prickett, both legs cut off, at Camden, N. J. E. A. Cross, conductor; J. Colton, engineman.

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June 6th—H. Steinberg, killed, sitting on track near Hartford, N. J. W. Gaskill, conductor; A. J. Downs, engineman.

June 22d—John King, both legs crushed at Riverside, N. J. W. R. Richart, conductor; W. Everham, engineman.

July 11th, S. Gosioroski, left leg fractured and head cut, near Delanco, N. J. T. J. Owens, conductor; B. F. Lucas, engineman.

July 26th—John Philmore, badly injured about body and head, at Burlington, N. J. T. J. Owens, conductor; B. F. Lucas, engineman.

August 21st—Dr. J. C. Holmes, killed, walking on track, near Jamesburg, N. J. W. W. Gaskill, conductor; J. Wortz, engineman.

August 29th—M. McKenny, killed, walking on track at Riverton, N. J. Unknown.

September 30th—John Holland, left side injured at White Hill, N. J. Unknown.

October 8th—John Demmons, killed, standing on track at Trenton, N. J. R. Thorp, conductor; I. B. Stultz, engineman.

November 2d—Walter Hallon, left leg bruised, at Newtown, N. J. J. T. Mason, conductor; Jos. Herbert, engineman.

Nov. 14th—D. Cuschinne, right side injured, at Camden, N. J. Unknown.

December 5th—Peter Nolan, killed, walking on track at South Amboy, N. J. A. Wilson, conductor; S. O. Lane, engineman.

December 11th—Thos. Githens, head, back and legs injured, at Camden, N. J. Unknown.

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December 29th—Mrs. Lucius Fish, arms legs and side injured, at Pavonia, N. J. R. R. West, conductor; W. Griscom, engineman.

Persons Killed or Injured by Other Causes.

February 5th—Nellie Durand, right arm slightly bruised by fall at station, Mt. Holly.

February 19th—S. Anderson, right hand bruised by car door, at Hightstown.

February 23d—Miss Fannie Powell, right side bruised by fall at Haddon Avenue Station.

February 24th—Elizabeth J. Keenan, head injured by crossing gate at Haddon avenue.

March 16th—J. R. Hunter, back wrenched by sudden jar of train at Yardville.

March 26th—Thos. J. Glasgow, Jr., killed by collision at Jamesburg. J. M. Hampton, conductor; R. T. Clayton, engineer.

March 26th—F. J. Manson, left side sprained by fall in car at Jamesburg. J. M. Hampton, conductor; R. T. Clayton, engineer.

April 24th—Mrs. C. L. Wooley, hip injured by fall on station at Spring Lake.

April 19th—Chas. F. Pearce, back, head and shoulder injured by crossing gate at Camden, N. J.

May 3d—Mrs. E. P. Williams, face cut; F. H. Bull, face and neck cut, by broken glass in coach at Kinkora, N. J. W. E. Brown, conductor; C. Cain, engineer.

May 7th—Jos. E. Smith, F. E. Eldridge, Mrs. F. E. Eldridge, Albert Hart, Mrs. Albert Hart, Lewis Hart, J. H. Nipsel, Mrs.

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J. H. Nipsel, Chas. Bentz, Mrs. Wolf, C. F. Noble, Mrs. A. L. Nabb, N. Dimond, A. L. Kline, Mrs. E. M. Harris, Mrs. Mary E. Taylor, Miss Jennie L. Taylor, injured by car being derailed at Camden, N. J. R. Robbins, conductor; S. H. Eldridge, engineer.

June 7th—W. S. Farrell, right hand injured by car window at Camden, N. J. J. Rodgers, conductor; C. Steelman, engineer.

June 20th—Neal Gardner, left hand bruised by car window near Hartford, N. J.

June 28th—Thos. Paspel, head slightly cut by fall in Camden yard.

July 2d—Mollie Jones, bruised and cut by trolley car jumping tracks at Fourth street crossing, Camden.

July 2d—Wm. Rhoad, right hand cut by car window at Haddon avenue, Camden, N. J. W. R. Gaskill, conductor; H. Southard, engineer.

July 5th—Fred. Freck, right hand injured by car window near Pavonia, N. J. E. A. Gross, conductor; J. Conrad, engineer.

July 14th—J. Stancliff, injured by piece of timber falling at Haddon avenue, Camden.

July 25th—A. S. Reynolds, injured by baggage crate at Camden Terminal.

July 28th—Wm. Hill, head and hip injured by fall in car at Beach Haven, N. J. J. Dowell, conductor; C. Cable, engineer.

August 16th—Harry Kempts, right arm slightly injured by car window at Camden, N. J. S. G. Crockford, conductor; W. Lacey, engineer.

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August 18th—Mrs. Chas. Wolcott, injured by fall in car at Toms River, N. J. C. Hinchman, conductor; G. E. Morris, engineer.

September 5th—Alex Agnew, injured by fall in car at Camden, N. J. W. Bessey, conductor; Parsons, engineer.

September 10th—H. Richards, injured by fall in car at Pavonia, N. J. W. A. Reed, conductor; Jones, engineer.

September 12th—Mrs. Anna Pettit, injured by fall on platform at South Amboy, N. J.

September 20th—C. B. DeCamp, face cut by glass from car window, West Palmyra, N. J. H. G. Van Marter, conductor; Jos. Compton, engineer.

September 25th—Miss Bessey Nelson, right hand injured by car door at Stanwick, N. J. H. P. Lewis, conductor; B. Hargrove, engineer.

September 27th—Mrs. L. P. Scattergood, head injured by crossing gates at Camden, N. J.

October 6th—Mrs. Mary Quast, injured by fall on station platform at Riverside, N. J.

October 22d—Kenneth Edwards, leg injured by fall on car at Jamesburg, N. J.

October 30th—Andrew Jones, shoulder and hand injured by collision at Hightstown. A. J. Steinmetz and H. Rodgers, conductors; E. C. Clymer and A. Jones, engineers.

Employes Killed or Injured Coupling or Handling Cars.

March 13th—Jos. E. Bailey, freight yard brakeman, right ankle sprained, South Amboy. Wm. Bailey, conductor; J. Buchanan, engineer.

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March 16th—Jos. H. Doyle, brakeman, left ankle sprained, East Burlington, N. J. Sip. Bell, conductor; H. Southard, engineer.

April 6th—Chas. Richards, flagman, right wrist sprained at Jamesburg, N. J. J. M. Hampton, conductor; R. T. Clayton, engineer.

April 5th—J. W. Manhattan, yard brakeman, right ankle sprained at South Amboy.

April 15th—C. Quicksall, brakeman, head injured at Kinkora, N. J. A. J. Steinmetz, conductor; H. Hartman, engineer.

May 14th—W. J. Schockency, brakeman, left ankle sprained at Hainesport, N. J. H. M. Fritzinger, conductor; J. Stanton, engineer.

May 15th—Elijah Slocum, yard brakeman, arms and hip wrenched at South Amboy.

May 22d—Jos. Hill, brakeman, left shoulder and knee bruised at Hightstown. E. A. Jemison, conductor; E. Trout, engineer.

June 4th—A. Applegate, brakeman, hips bruised at Lower Jamesburg, N. J. T. H. Abbott, conductor; H. L. Jobes, engineer.

June 9th—H. E. Harris, engineman, head, back and side bruised, near Elberon. Thos. H. Asay, conductor; H. E. Harris, engineer.

June 20th—J. G. West, engineman, head cut by mail crane, near Birmingham, N. J.

June 26th—H. A. Risley, yard brakeman, fatally injured at Camden, N. J. P. J. Farrell, conductor; W. Burch, engineer.

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July 1st—M. Thorek, topman, hand cut at South Amboy, N. J.

July 14th—Wm. Morgan, engineman, arm fractured by mail crane, near New Lisbon, N. J. Jos. Dowell, conductor; W. Morgan, engineer.

July 10th—E. Leggett, fireman, killed, near Newtown, N. J. Jos. Dowell, conductor; A. Fennimore, engineer.

July 24th—W. H. Strohecker, yard brakeman, shoulder and breast sprained, Pavonia. H. Smith, conductor; E. Reed, engineer.

July 26th—J. S. Finch, yard brakeman, right hand cut at Pavonia, N. J. Geo. Fletcher, conductor; R. Stewart, engineer.

July 30th—Jas. Gravatt, Jr., yard brakeman, right hand bruised at Jamesburg. P. Salmon, conductor; E. P. King, engineer.

August 1st—W. C. Todd, yard brakeman, right hand bruised at Camden, N. J. D. Ryan, conductor; Austermuhl, engineer.

August 6th—T. Hughes, laborer, right foot bruised at Camden, N. J.

August 10th—S. Zaleskie, topman, hand cut at South Amboy, N. J.

August 10th—Jas. J. Ryan, laborer, right arm fractured at Camden, N. J.

August 13th—Wm. Loster, brakeman, right leg cut off and left leg crushed, Pavonia. E. E. Appleton, conductor; W. C. Applegate, engineer.

August 15th—Wm. Smith, Jr., yard brakeman, right arm bruised at Pavonia. W. J. Thompson, conductor; —— Ingling, engineer.

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August 11th—Sip Bell, brakeman, left thumb crushed at Fish House, N. J. C. R. Stewart, conductor; T. Eckman, engineer.

August 20th—C. Reintanz, brakeman, left arm cut at Hightstown, N. J. C. T. Trout, conductor; C. A. Jobes, engineer.

August 20th—W. W. Miller, brakeman, right arm bruised at Camden, N. J.

August 30th—Jas. Weldon, yard brakeman, right thumb crushed at Camden, N. J. J. Weldon, conductor; J. T. Robbins, engineer.

September 6th—G. I. Pittman, brakeman, right wrist sprained at Pavonia. E. Severns, conductor; W. Applegate, engineer.

September 10th—H. A. South, yard brakeman, back wrenched at South Amboy, N. J.

September 13th—Chas. F. Dill, yard brakeman, left hand injured at South Amboy. C. F. Dill, conductor; F. B. Allen, engineer.

September 25th—T. J. O'Keefe, yard brakeman, left ankle sprained at Camden, N. J. W. F. Blake, conductor; W. F. Reynolds, engineer.

October 18th—H. M. Harrington, freight brakeman, right arm fractured at Jamesburg. A. J. Steinmetz, conductor; E. Clymer, engineer.

November 14th—John Sinbine, yard brakeman, right leg and left ankle hurt, South Amboy. P. Dooling, conductor; F. B. Allen, engineer.

November 20th—I. Stanhope, brakeman, right leg fractured at Hightstown, N. J. Jos. A. Shinn, conductor; E. Wortley, engineer.

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November 26th—W. D. Jolley, brakeman, hand injured at East Burlington, N. J. E. L. Applegate, conductor; J. Doory, engineer.

November 28th—W. R. Bell, brakeman, right leg fractured at Prospect Plains, N. J. C. R. Stewart, conductor; J. B. Watts, engineer.

December 24th—R. G. VanCleaf, brakeman, right ankle sprained at Jamesburg, N. J. E. Patton, conductor; W. H. Tilton, engineer.

Employes Killed or Injured by Other Causes.

January 2d—W. H. Headley, laborer, left hand injured by fall at Camden, N. J.

January 8th—F. W. Jacobs, topman, thumb injured by fall at South Amboy, N. J.

January 11th—John Shepeka, topman, shoulder and wrist injured by fall from car at South Amboy.

January 13th—Jas. Ritchie, brakeman, right leg injured jumping on train at Birmingham.

January 17th—Martin Czarny, topman, leg injured by lump coal at South Amboy.

January 17th—J. P. Gilmore, laborer, right hand injured by car door at Camden, N. J.

January 24th—Peter Notch, car repairman, right hand injured by plank, South Amboy.

January 26th—Emanuel Hagar, Jr., yard brakeman, right ankle sprained jumping off car at South Amboy.

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January 28th—Wm. Gibbs, track walker, hand injured by car door at Moorestown, N. J.

January 28th—Denny Thompson, yard brakeman, right shoulder and back injured by fall at Pavonia.

January 29th—Thos. A. McShane, laborer, left foot crushed getting on engine at Riverside.

January 30th—J. D. Mullane, freight conductor, left ankle bruised by fall from engine at South Amboy.

February 2d—J. V. Beshada, topman, left hand bruised handling tools, South Amboy.

February 5th—B. W. Longstreet, track laborer, left foot injured handling timber at Freehold, N. J.

February 7th—M. Koracos, laborer, left ankle bruised handling freight at South Amboy.

February 7th—W. H. Smith, Jr., flagman, hand cut by lamp globe near Freehold.

February 9th—G. F. Melvin, yard brakeman, right foot injured handling switches, Camden.

February 14th—W. B. Ludlow, freight conductor, right side and head injured, collision at Runyon, N. J.

February 15th—L. Krosowski, topman, back sprained handling bar at South Amboy.

February 10th—John J. Duggan, flagman, left hand crushed falling under cars at South Amboy. Louis S. Dill, conductor; S. H. Campbell, engineer.

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February 9th—Wm. McCall, car repairman, left hand injured handling tools, Camden.

February 8th—Jos. Reiley, boiler maker's helper, head cut handling tools at Pavonia Shops.

February 13th—M. F. Spellman, brakeman, killed, falling under cars at South Amboy. J. H. Ward, conductor; S. Freeman, engineer.

February 13th—J. Williamson, Jr., yard conductor, chest bruised by fall in coach at Camden, N. J.

February 13th—Wincenty Rodulsky, topman, left hip bruised by fall at South Amboy.

February 15th—Thos. Adams, car builder, face cut by fall at Pavonia Shops.

February 20th—F. L. Hayes, freight brakeman, right side bruised jumping from train, West Palmyra. L. Hansel, conductor; H. Hartman, engineer.

February 27th—Michael Blake, carpenter, left foot fractured handling tools, Pavonia.

March 1st—Jas. Marshall, topman, back sprained handling pinch bar at South Amboy.

March 3d—W. F. Page, deck hand, right thumb crushed by fall at Camden.

March 5th—H. Bloodgood, carpenter, right foot bruised unloading stone, Jamesburg.

March 6th—Jas. Tyrell, Jr., laborer, left leg bruised handling ties, Taylor's Lane.

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March 12th—Otto Stix, boilermaker, right hand injured handling material, Pavonia.

March 16th—P. Morgan, topman, head slightly bruised handling coal, South Amboy.

March 15th—W. Yakabowski, track laborer, right leg crushed by cars, Jamesburg.

March 18th—E. F. Jackson, freight flagman, face cut; W. Ashton, engineman, back and wrist sprained, by collision at Old Bridge, N. J. L. P. Campbell, conductor; W. Ashton, engineer.

March 19th—Horatio Eddleman, carpenter, left leg fractured handling lumber at Columbus.

March 20th—J. Conners, topman, leg slightly bruised by lump of coal, South Amboy.

March 20th—P. Ferrone, laborer, right ankle sprained, caught in switch, Camden.

March 20th—J. V. Beshada, topman, side sprained handling pinch bar, South Amboy.

March 21st—Chester H. Dubbs, brakeman, killed by overhead bridge near Jamesburg. A. Butler, conductor; H. N. Worrell, engineer.

March 26th—I. Siewic, topman, hip injured falling from car at South Amboy.

March 28th—D. Dimona, laborer, thumb crushed handling ties at Camden.

April 2d—Geo. B. Murray, shopman, right hand injured handling machinery at Pavonia Shops.

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April 3d—Andrew Wallace, foreman, head, body and limbs injured; Jas. Parent, laborer, limbs and side injured, handling timber at Old Bridge.

April 10th—D. F. Cronmiller, air brake inspector, left leg bruised repairing hose at Pavonia.

April 10th—P. Shemela, yard conductor, body and arms injured, struck by cars at Camden. A. Fey, conductor; W. S. Fenimore, engineer.

April 11th—R. Greentcabbage, topman, side injured by fall at South Amboy.

April 13th—G. E. Craft, laborer, right side injured handling freight, Camden.

April 12th—Adam Zeranski, topman, left thumb bruised by car door, South Amboy.

April 13th—John T. Heal, shopman, right side injured working under engine, Pavonia.

April 14th—H. E. Richenbach, carpenter, back sprained handling material, Camden.

April 18th—John Shennan, shopman, right arm injured handling tools, Pavonia Shops.

April 20th—A. Picchoeinski, topman, head cut by lump of coal, South Amboy.

April 23d—E. M. Ballenger, car cleaner, body and legs injured handling material at Pavonia Shops.

April 27th—Jos. Reilley, shopman, right hand injured handling tools, Pavonia Shops.

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April 30th—S. Kuklinski, topman, back sprained by fall at South Amboy.

May 2d—W. A. Wilson, machine shop helper, left hand injured handling tools at Pavonia Shops.

May 8th—Geo. C. Hubbs, track watchman, foot slightly bruised by lump of coal at Union Landing.

May 9th—G. Farinelli, laborer, right ankle sprained by fall at South Amboy.

May 11th—J. C. Mackin, left ankle sprained by fall at Camden Terminal.

May 16th—H. W. Royal, laborer, left wrist sprained by fall at Pavonia Shops.

May 24th—M. Monaco, track laborer, foot injured; D. Lombardi, track laborer, foot injured handling ties at Fish House, N. J.

May 27th—Geo. B. Kates, clerk, left hand and face injured by fall at Camden.

May 26th—P. E. Donohue, laborer, right hand injured handling material, Bordentown.

May 29th—W. J. McVeety, yard brakeman, foot injured by striking cross tie at Pavonia.

May 31st—C. F. Shrader, yard laborer, left hand injured handling material at Pavonia Shops.

June 1st—C. R. McDaniel, laborer, left leg bruised near Newtown, N. J.

June 2d—W. M. Welsh, shopman, right ankle sprained by fall at Pavonia Shops.

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June 3d—J. J. Bleakley, yard brakeman, mouth punctured by fall at Camden.

June 7th—B. Wawernia, topman, left foot injured handling tools, South Amboy.

June 11th—R. H. Hart, brakeman, both legs cut off by cars at Mount Holly. Thomas Assay, conductor; A. Stewart, engineer.

June 12th—G. DiAlessandro, laborer, head injured by engine at Camden.

June 15th—Chas. Sprague, shopman, left foot crushed handling machinery at South Amboy.

June 21st—S. Lasiewickie, topman, arm bruised by fall at South Amboy.

June 23d—A. Stevenson, laborer, left arm bruised by fall at Camden.

June 30th—G. D'Arpino, laborer, right hand crushed handling ties, Camden.

July 2d—H. J. Armington, brakeman, right hand injured handling switch, East Burlington.

July 12th—Lawrence Eskro, car repairman, left foot fractured handling tools at Pavonia Shops.

July 20th—Wilbur Reed, clerk, back and head injured, struck by engine at Bordentown. R. Thorp, conductor; I. B. Stults, engineer.

July 28th—Karol Kaptoniak, ashpit laborer, killed, struck by engine at Camden.

July 31st—Wm. Lawrence, switchman, body bruised, struck by car at Camden. H. Corson, conductor; W. L. Cole, engineer.

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August 8th—Richard Penn, carpenter, body bruised by piece of timber, Island Heights.

August 20th—Guisseppi Sciola, laborer, face cut handling material, Pavonia, N. J.

August 23d—J. W. Battle, car cleaner, face injured by brake handle, Camden.

August 25th—M. R. Leary, bolt inspector, right hand injured handling tools, South Amboy.

August 29—W. H. Christman, deckhand, stomach injured by fall at Camden.

September 1st—E. L. Staple, painter, right ankle sprained by fall at Camden.

September 3d—Wm. Nevills, baggage porter, head injured by baggage crate at Camden.

September 4th—E. N. Kirk, air brake inspector, killed working under car at Camden.

September 5th—H. Blakey, laborer, left arm fractured, caught in car at Pavonia.

September 6th—W. J. Cassidy, machine shop helper, head and arm bruised handling machinery at Pavonia.

September 9th—Wlayslaw Lata, topman, right arm and side injured by fall, South Amboy.

September 12th—C. A. Dewey, engineman, C. S. Shute, fireman, slightly injured, collision at Kinkora. C. Malmsbury, conductor; C. A. Dewey, engineer.

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September 12th—D. DiBenso, laborer, right leg and ankle injured by tie at Camden.

September 16th—R. G. Wible, switchman, left thumb injured by piece of torpedo, Camden.

September 17th—J. M. Bodine, car repairman, left hand cut handling tools at Camden.

September 10th—R. E. Chapple, electrician, side and neck burned by electric wire, Camden.

September 23d—G. Valento, laborer, leg and ankle bruised handling rails, Camden.

September 24th—C. B. Webster, laborer, left foot injured handling machinery, Pavonia.

September 25th—H. Jones, ship carpenter, eye injured handling tools at South Amboy.

October 1st—W. A. Pittman, yard conductor, head injured by lump of coal, Camden.

October 3d—Chas. E. Lutz, freight brakeman, right foot injured by fall at Stanwick.

October 3d—Thos. J. Tierney, baggage porter, arm and leg injured handling baggage crate at Camden.

October 6th—Howard Furth, freight brakeman, right hand injured handling freight at Ewanville.

October 5th—Joel James, operator, face injured by switch lever, East Burlington.

October 8th—Frank Yeager, freight car repairman, foot bruised handling maul, Pavonia.

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October 11th—Clarence McCoy, freight brakeman, head injured by door of engine at Pavonia.

October 25th— Henry Ely, ship carpenter, left hip injured by fall at South Amboy.

October 27th—Reuben Loux, engineman, both legs injured, struck by train walking on track at Camden.

November 6th—A. E. Savidge, engineman, Chas. Richards, conductor, slightly injured in collision at Hightstown. A. E. Savidge, conductor; Chas. Richards, engineer.

November 3d—S. Lamb, track watchman, back sprained by fall at Pemberton.

November 9th—Geo. B. Kates, clerk, injured by fall at Camden.

November 10th—John J. Hunt, freight brakeman, killed by overhead bridge, Jamesburg.

November 14th—Geo. H. Carr, freight brakeman, left foot injured by a switch lever at Camden.

November 12th—A. R. Broadwater, shopman, left hand injured handling material, Pavonia.

November 17th—P. Iacovelli, track laborer, foot bruised handling freight, Camden.

November 28th—Isaac Bolton, Hostler, face burned, kindling fire in engine, Bordentown.

December 1st—W. Stepowski, topman, injured internally, caught between car, South Amboy.

December 7th—Robt. B. Guest, machinist, left foot injured handling tools, Pavonia.

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December 8th—J. A. Fox, freight yard brakeman, hand injured by lumber shifting in car, Pavonia.

December 10th—C. H. Van Dusen, freight yard brakeman, side injured by fall at South Amboy.

December 11th—Thos N. Deslett, freight brakeman, hand injured handling freight, Merchantville.

December 14th—Geo. Drumm, freight conductor, badly injured, struck by car, South Amboy.

December 19th—Jos. N. Walters, carpenter, wrist sprained handling lumber, South Amboy.

December 19th—Geo. W. French, carpenter, back sprained handling lumber, South Amboy.

December 20th—John Sadoski, car repairman, hand injured handling tools, South Amboy.

December 21st—Jos. C. Wert, machinist apprentice, hand cut handling tools, Pavonia.

December 23d—Henry Ely, ship carpenter, hand injured by plank, South Amboy.

December 23d—Wm. Rauchfuss, switchman, hand injured throwing switch at Camden.

December 23d—Jos. Zoszynski, topman, back sprained by fall at South Amboy.

December 26th—W. H. Lewis, freight brakeman, left ankle sprained by fall at Camden.

No conductor or engineman has been discharged on account of any of the above accidents.

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ACCIDENTS—NEW YORK DIVISION.

Persons Struck by Passing Trains and Killed or Injured while Walking or Standing on the Tracks.

February 8th, 1906—Eliza Palton, killed at South Trenton, N. J. E. C. Cline, conductor; H. Higgins, engineman.

February 10th—Minnie Herd, killed at Harrison, N. J. O. P. Barkman, conductor; F. E. Pierce, engineman.

March 6th—L. Larason, killed at New Brunswick, N. J. C. Stults, conductor; J. Dean, engineman.

March 11th—R. C. Bond, killed at Millstone Junction, N. J. G. B. Kendig, conductor; H. Martindale, engineman.

March 13th—Unknown man, killed at Rahway, N. J. A. White, conductor; E. Vaughan, engineman.

May 16th—Cornelius Allen, killed at Harrison, N. J. L. P. Booz, conductor; W. Gurney, engineman.

May 31st—F. H. Stemler, injured at Jersey City, N. J. J. S. Rogers, conductor; C. Lanning, engineman.

June 4th—Mary Cordilla, killed at Linden, N. J. E. C. Cline, conductor; C. H. Bloomer, engineman.

June 8th—Unknown woman, injured at Waverly, N. J. F. Doran, conductor; C. F. Curtis, engineman.

June 21st—B. F. Green (colored), injured at Waverly, N. J. ——, conductor; ——, engineman.

July 30th—G. H. Buech, killed at Millstone Junction, N. J. L. W. Wickward, conductor; A. E. Lott, engineman.

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August 13th—Wm. Griffin, L. Griffin, W. Griffin, R. Daubner, kiled at Elizabeth, N. J. C. W. Parker, conductor; J. Maloney, engineman.

August 20th—George Walter, injured at Marion, N. J. P. F. Brennan, conductor; ——, engineman.

August 22d—Mary Pardonnet, killed at Haddonfield, N. J. J. W. Goff, conductor; T. Fitzgerald, engineman.

August 24th—Walter V. Hotaling, killed at Jersey City, N. J. J. J. Heiney, conductor; G. W. Tillman, engineman.

August 28th—C. Anderson, injured at Menlo Park, N. J. J. B. Eshleman, conductor; H. Higgins, engineman.

August 30th—John Breke, injured at Newark, N. J. Wm. Stanley, conductor; Wm. Hutchinson, engineman.

September 4th—Fred Frank, injured at Greenville, N. J. H. Booz, conductor; C. W. Higgins, engineman.

October 4th—Wm. Quinlan, injured at Harrison, N. J. W. B. Winner, conductor; E. F. Rowe, engineman.

November 7th—Unknown man, killed at Jersey City, N. J. Wm. McLoughlin, conductor; W. N. Platt, engineman.

November 26th—Jos. Ellingswood, killed at Meadows, N. J. E. C. Jones, conductor; J. A. Heniker, engineman.

December 28th—Unknown man, killed at Jersey City, N. J. C. F. Mortimer, conductor; I. Van Pelt, engineman.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

January 27th, 1906—F. Gartland, injured on Waverly and Passaic Branch at Newark, N. J. S. Dixon, conductor; H. M. Ayers, engineman.

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February 24th—H. Zimmerman, killed on Waverly and Passaic Branch at Newark, N. J. G. S. Rogers, conductor; C. Lanning, engineman.

February 28th—H. F. Guile, injured at Princeton, N. J. M. S. Mason, conductor; F. V. Kane, engineman.

March 2d—H. P. Hoffman, injured at Marion, N. J. T. Dempsey, conductor; W. H. Holland, engineman.

March 16th—F. P. Seguine, injured at Metuchen, N. J. J. E. Clothier, conductor; W. M. Rue, engineman.

April 7th—W. C. Burke, injured at Millham Junction, N. J. J. W. C. White, conductor; W. Smith, engineman.

April 12th—Mrs. N. J. McCullough, injured at Elizabeth, N. J. W. H. Burroughs, conductor; J. Rude, engineman.

July 25th—J. Conover, injured at Edgars, N. J. A. J. Steinmetz, conductor; E. Clymer, engineman.

August 17th—J. Kelly, killed at Trenton, N. J. J. H. Kearney, conductor; C. M. Fergerson, engineman.

September 3d—Wm. Clark, injured at Newark, N. J. J. Afflebach, conductor; F. Bryer, engineman.

October 12th—F. Brumble, injured at Harsimus Cove, Jersey City, N. J. A. Boshardt, conductor; C. Ebe, engineman.

November 24th—Mrs. J. Dean, injured at Elizabeth, N. J. J. H. Lanning, conductor. C. H. Blumer, engineman.

December 15th—Joe People, injured at Princeton Junction, N. J. J. M .Fitzgerald, conductor; W. H. Peabody, engineman.

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Persons Found Killed or Injured Lying Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains. Circumstances, What Trains, What Conductors or Enginemen Unknown.

January 20th, 1906—Fred Veith, injured at Meadows, N. J.

March 12th—A. Schwartz, Injured at Princeton Junction, N. J.

April 24th—Chas. Zopfa, injured at Monmouth Junction, N. J.

May 12th—Unknown boy, killed at Trenton, N. J.

May 14th—Unknown man, killed at Trenton, N. J.

May 30th—Chas. Smith, injured at Princeton Junction, N. J.

June 13th—V. Lenark, killed at Metuchen, N. J.

June 24th—Wm. Mack, killed at Marion, N. J.

July 15th—Harry Machin, killed at Metuchen, N. J.

August 17th—John Reynolds, killed at Woodbridge, N. J.

September 8th—P. J. Nolan, killed at Trenton, N. J.

September 27th—W. Kline, injured at Princeton Juncetion, N. J.

October 18th—Arthur Tice, injured at Newark, N. J.

October 20th—Wm. Z. Smith, killed at Princeton Junction, N. J.

November 2d—John Malloy, killed at Jersey City, N. J.

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November 9th—James Devine, killed at Newark, N. J.

Persons Killed or Injured by Moving Trains While Crossing the Tracks.

January 24th, 1906—Mrs. I. Davis, killed at Rahway, N. J. A. White, conductor; T. Towel, engineman.

March 6th—Unknown man, killed at Waverly, N. J. E. Lynch, conductor; J. Meaney, engineman.

September 11th—J. H. Diassey (colored), injured at Waldo avenue yard, Jersey City, N. J. D. Kilfoyle, conductor; W. F. Scott, engineman.

September 20th—R. W. Hand (colored), killed at Waldo avenue yard, Jersey City, N. J. W. E. Brown, conductor; C. Cain, engineman.

November 1st—Mrs. Lewis, injured at Colonia, N. J. R. L. Buggy, conductor; M. Lee, engineman.

November 15th—Unknown man, killed at Millham Junction, N. J. S. Knowles, conductor; S. Hoffner, engineman.

December 18th—Isaac Dunn, Elizabeth Dunn, killed at Stelton, N. J. A. Leland, conductor; J. Brophy, engineman.

Persons Other Than Employes Killed or Injured in Other Ways Than as Above Mentioned.

January 16th, 1906—Mrs. C. Van Cott, fell while alighting from train at Newark, N. J. J. H. Lanning, conductor; J. B. Sweet, engineman.

January 18th—J. E. Skehan, struck by glass from broken car window at Newark, N. J.

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January 24th—Adam Zeaman, injured by running down the embankment into a moving freight train at Perth Amboy, N. J. H. E. Oppel, conductor; P. D. Regan, engineman.

February 2d—Mrs. E. Miner, fell while alighting from train at Newark, N. J. A. L. Otterback, conductor; L. Meyers, engineman.

February 5th—M. McGinley, struck by a brick thrown from an overhead bridge at Marion, N. J. J. A. Sweeney, conductor; M. McGinley, engineman.

April 1st—Unknown man, struck by glass from broken car window at Harrison, N. J. W. A. Boulton, conductor; E. Reynolds, engineman.

April 4th—Miss E. Terrill, fingers injured by car door closing on hand at Elizabeth, N. J. Wm. Gee, conductor; L. Genong, engineman.

April 10th—Unknown man, injured by car door closing on hand at Newark, N. J. L. H. Paxson, conductor; H. Matthew, engineman.

April 28th—Mrs. E. Book, fell while alighting from train at South Elizabeth, N. J. G. R. Cornell, conductor; W. B. Genung, engineman.

April 30th—J. E. Urquahart (colored), fell from train at Jersey City, N. J. R. Thorp, conductor; I. B. Stultz, engineman.

May 20th—B. C. Claypoole, struck by an electric light bulb falling in car at Trenton, N. J. F. Farber, conductor; J. Niece, engineman.

May 29th—Mrs. Long, struck by a package of papers dropped from train at Menlo Park, N. J. R. B. Duncan, conductor; I. Van Pelt, engineman.

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June 6th—Mrs. O. E. Stoutenberg, fell while boarding train at Jersey City, N. J. C. R. Evans, conductor; G. H. Burton, engineman.

June 16th—Richard Kelly, fell while alighting from train at Jersey City, N. J. J. H. Knowles, conductor; C. Shaller, engineman.

June 18th—J. Edgerton, fell while alighting from train at Trenton, N. J. J. H. Knowles, conductor; E. Vaughan, engineman.

July 2d—H. J. Witheron, struck by glass from broken car window at Rahway, N. J. J. W. Bostwick, conductor; C. Metz, engineman.

July 5th—Mr. Peitmos, struck by window shade in car at Jersey City, N. J. C. F. Mortimore, conductor; C. Van Nostrand, engineman.

July 14th—A. Levine, injured by car window falling on hand at North Elizabeth, N. J. J. P. Nolan, conductor; F. C. Crispin, engineman.

July 15th—E. Terrari, fell while alighting from train at Jersey City, N. J. A. E. Devinney, conductor; J. C. Young, engineman.

August 3d—F. A. Dyer, struck by a stone through car window of train at Waverly, N. J. A. Margerum, conductor; J. Spille, engineman.

August 4th—F. O. Wieland, struck by glass from broken car window at Newark, N. J. F. E. Wyckoff, conductor; E. Carr, engineman.

August 8th—D. Jones, struck on the elbow by car window falling in train at Marion, N. J. J. H. Lanning, conductor; T. Smith, engineman.

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August 15th—W. E. Toms, struck by glass from broken car window at Marion, N. J. H. G. Allen, conductor; A. Rogers, engineman.

August 31st—Gordon Ryan, struck by a piece of coal that fell from a passing engine at Monmouth Junction, N. J. ———, conductor; ———, engineman.

September 1st—Mrs. A. R. Carman, struck by glass from broken car window at Monmouth Junction, N. J. M. W. Wiley, conductor; C. M. Devinney, engineman.

September 11th—Edgar Brumer, fell out of berth in sleeping car at Monmouth Junction, N. J. J. S. Nolan, conductor; H. Metz, engineman.

September 13th—Louis Beatty, fingers injured by car door closing on hand at Trenton, N. J. J. H. Mooney, conductor; D. Kerr, engineman.

September 15th—Thomas Moore, struck by glass from broken car window at Metuchen, N. J. C. A. Garrett, conductor; J. S. Sheerin, engineman.

September 20th—Unknown baby, hand struck by window falling in car at Jersey City, N. J. C. R. Evans, conductor; J. A. Lee, engineman.

September 21st—Mrs. Shippley, fell while alighting from train at Newark, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

September 29th—Miss Maretzy, fell while alighting from train at Jersey City, N. J. D. R. Blizzard, conductor; T. Jones, engineman.

October 8th—Mrs. G. A. Gleaves, fell while alighting from train at Trenton, N. J. G. C. Willard, conductor; G. Sherrin, engineman.

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October 14th—Deosi Vincenso, fell while alighting from train at Jersey City, N. J. L. P. Booz, conductor; J. Morrison, engineman.

October 18th—D. C. Mahony, fell while alighting from train at Newark, N. J. W. G. Knowles, conductor; W. Rue, engineman.

November 7th—E. E. Whiting, struck by glass from broken car window at Monmouth Junction, N. J. C. E. Waddington, conductor; M. Reilly, engineman.

November 24th—Mrs. A. Raindout, Sr., tripped and fell over dress suit case in aisle of car at Trenton, N. J. J. Brown, conductor; F. A. Sherin, engineman.

November 27th—D. M. Jones, struck by glass from broken car window at Trenton, N. J. H. F. Lander, conductor; E. W. Johnson, engineman.

December 13th—J. P. Hennelly, fell while alighting from train at Linden, N. J. L. P. Booz, conductor; J. Monroe, engineman.

December 18th—G. E. Earle, struck by brake lever while boarding train at Newark, N. J. J. B. Miller, conductor; Wm. Lee, engineman.

December 31st—A. Bramnstein, struck by glass from broken car window at Lawrence, N. J. G. W. Simons, conductor; W. O. Jennings, engineman.

Employes Killed or Injured while Coupling or Handling Cars at Stations.

January 6th, 1906—J. Holland, injured at Waverly, N. J. F. W. Voorhees, conductor; J. W. Graham, engineman.

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January 12th—M. Jennings, injured at Harsimus Cove, Jersey City, N. J. F. F. Humphrey, conductor; H. Y. McCall, engineman.

January 16th—Wm. Burns, injured at Waverly, N. J. J. Levy, conductor; R. F. Jones, engineman.

January 20th—Wm. Roome, injured at Waldo avenue, Jersey City, N. J. J. Kenyon, conductor; Wm. Bennett, engineman.

January 22d—Jerry Walsh, injured at Newark, N. J. E. Howell, conductor; E. Abos, engineman.

January 31st—H. C. Miller and R. P. Kreps, injured at Lawrence, N. J. B. Howarth, conductor; H. C. Miller, engineman.

February 2d—Wm. P. Gibbons, injured at Meadows, N. J. J. Castiaux, conductor; W. Hyland, engineman.

February 8th—Jos. J. Hoff, injured at Meadows, N. J. M. Murphy, conductor; W. S. Norton, engineman.

February 11th—F. J. Courtney, injured at Harsimus Cove, Jersey City, N. J. F. J. Courtney, conductor; J. W. Boyce, engineman.

February 19th—T. C. Allbright, injured at Monmouth Junction, N. J. T. Wolfe, conductor; H. C. Trout, engineman.

February 22d—William Gillen, injured at Meadows, N. J. H. Lowenberg, conductor; C. Clark, engineman.

February 24th—W. A. Purcell, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; S. Keleher, engineman.

February 25th—John J. Jamison, injured at Newark, N. J. W. Byrne, conductor; C. W. Welsh, engineman.

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March 1st—F. L. Bradbury, injured at Millstone, N. J. A. Reed, conductor; F. L. Bradbury, engineman.

March 5th—J. A. Lurvey, injured at Harrison, N. J. J. Huncke, conductor; J. Sweeney, engineman.

March 10th—J. Whitely, injured at Harrison, N. J. E. A. Whitefield, conductor; F. E. Pierce, engineman.

March 17th—M. McGovern, injured at Harsimus Cove, Jersey City, N. J. M. McGovern, conductor; G. Zengel, engineman.

March 29th—D. C. Lucas, injured at Marion, N. J. A. P. Leland, conductor; W. E. Browning, engineman.

March 30th—J. J. Hunt, injured at Meadows, N. J. J. Rambo, conductor; W. B. Seals, engineman.

April 7th—W. S. Pittenger, injured at Waverly, N. J. J. W. Scott, conductor; F. Sarles, engineman.

April 10th—F. C. Suckworth, injured at Princeton Junction, N. J. F. P. Croughan, conductor; S. B. Cubberly, engineman.

April 18th—W. A. Brown, injured at Newark, N. J. W. A. Brown, conductor; C. Van Dusen, engineman.

April 26th—F. T. Gillen, injured at Harsimus Cove, Jersey City, N. J. A. Snyder, conductor; C. B. Buzzee, engineman.

April 26th—W. R. Duffort, injured at Trenton, N. J. C. Schaffer, conductor; W. E. Carr, engineman.

May 6th—P. V. Brymer, injured at Greenville, N. J. G. T. Russell, conductor; J. Schaub, engineman.

May 12th—S . L. Selby, killed at Stelton, N. J. S. L. Selby, conductor; J. F. Kelty, engineman.

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May 12th—F. J. Golden, injured at Greenville, N. J. J. Leavy, conductor; R. F. Jones, engineman.

May 13th—J. E. Anderson, injured at Harsimus Cove, Jersey City, N. J. F. J. Joma, conductor; A. M. Wetzel, engineman.

May 10th—T. J. Devine, injured at Meadows, N. J. A. Mitchell, conductor; F. Ethridge, engineman.

May 16th—Thos. B. Walsh, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. W. Wood, engineman.

May 19th—G. A. McNally, injured at Harsimus Cove, Jersey City, N. J. G. A. McNally, conductor; B. Twibble, engineman.

May 21st, H. Hodgkinson, injured at Meadows, N. J. A. Mitchell, conductor; C. V. Eastmond, engineman.

May 23d—A. M. Eiden, injured at Harsimus Cove, Jersey City, N. J. J. T. Welsh, conductor; T. Cody, engineman.

May 28th—A. Drakeford, injured at Greenville, N. J. J. S. Rogers, conductor; C. Lanning, engineman.

June 2d—J. H. Ellis, injured at Meadows, N. J. F. Farber, conductor; J. H. Ellis, engineman.

June 3d—J. L. Pittenger, injured at Trenton, N. J. J. D. Dyer, conductor; V. Conover, engineman.

June 3d—Thos L. Shine, injured at Harsimus Cove, Jersey City, N. J. M. McGovern, conductor; N. Fleigauf, engineman.

June 9th—Chas. Quay, injured at Waverly, N. J. J. Creagan, conductor; G. Zengel, engineman.

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June 9th—E. Leschka, injured at Greenville, N. J. C. Mulheron, conductor; H. Meeker, engineman.

June 12th—A. Garrison, injured at Meadows, N. J. A. Mitchell, conductor; W. Gillon, engineman.

June 13th—Peter McDonald, fatally injured at Waldo avenue yard, Jersey City, N. J. J. Wheelehan, conductor; M. Hogan, engineman.

June 25th—Wm. McPartland, injured at Meadows, N. J. M. King, conductor; T. Kealey, engineman.

July 5th—P. M. Sullivan, injured at Harsimus Cove, Jersey City, N. J. C. F. Cyster, conductor; W. C. Provose, engineman.

July 6th—T. J. Whalen, injured at Waverly, N. J. L. D. Bunn, conductor; J. S. Van Nostrand, engineman.

July 13th—G. H. Carver, killed at Meadows, N. J. J. H. Knowles, conductor; E. Vaughen, engineman.

July 15th—W. Culhbertson, injured at Stelton, N. J. C. Wolmelsdorf, conductor; W. S. Norton, engineman.

July 22d—M. A. Ryan, killed at North Elizabeth, N. J. Thos. Snyder, conductor; A. J. Darwart, engineman.

July 24th—Wm. A. Bonnet, injured at Waverly, N. J. L. R. Emde, conductor; Wm. Hutchinson, engineman.

July 26th—F. M. O'Connor, killed at Waverly, N. J. J. Loughlin, conductor; J. King, engineman.

August 3d—John Boyle, injured at Greenville, N. J. J. H. Grogan, conductor; W. S. Towel, engineman.

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August 4th—E. Brown, injured at Trenton, N. J. N. R. Percy, conductor; T. Mount, engineman.

August 4th—P. J. Quinlin, injured at Meadows, N. J. A. P. Steinmetz, conductor; S. Freeman, engineman.

August 6th—O. F. Fleming, injured at Greenville, N. J. O. F. Fleming, conductor; J. B. Doyle, engineman.

August 16th—T. Twining, injured at Greenville, N. J. D .H. Corson, conductor; T. Hall, engineman.

August 20th—M. J. Varley, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

August 20th—A. E. Soper, injured at Greenville, N. J. H. Vogt, conductor; W. Irving, engineman.

August 22d—H. Cheever, injured at Waverly, N. J. T. L. Ferree, conductor; F. Disbrow, engineman.

August 28th—J. J. Shanly, injured at Meadows, N. J. A. Mitchell, conductor; Wm. Gillen, engineman.

September 1st—E. A. Stucky, injured at Harsimus Cove, Jersey City, N. J. M. Spille, conductor; E. W. Gwinnell, engineman

September 3d—P. J. Corcoran, injured at Harsimus Cove, Jersey City, N. J. ——, conductor; ——, engineman.

September 4th—P. E. Tisdale, injured at Harsimus Cove, Jersey City, N. J. E. J. Jones, conductor; B. F. Twibble, engineman.

September 16th—W. Ahrens, injured at Newark, N. J. W. Ahrens, conductor; H. Vanarsdale, engineman.

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September 27th—Jacob Soline, killed at Meadows, N. J. R. Dingley, conductor; G. W. Bishop, engineman.

October 2d—E. L. Scaheffer, injured at Newark, N. J. W. H. Hannan, conductor; F. A. Caill, engineman.

October 7th—C. A. Burdick, injured at Greenville, N. J. G. T. Russell, conductor; W. A. Ryerson, engineman.

October 12th—J. C. Garrish, injured at Rahway, N. J. G. A. Wesley, conductor; T. I. Golden, engineman.

October 14th—Jas. B. Martz, injured at Monmouth Junction, N. J. J. A. Willis, conductor; J. B. Martz, engineman.

November 7th—Thos. McPortland, injured at Meadows, N. J. Robt. Dingley, conductor; W. R. Woolsey, engineman.

November 15th—H. J. Dittman and W. A. Patton, injured at Newark, N. J. J. L. Howlett, conductor; W. A. Patton, engineman.

November 17th—William Roll, injured at Greenville, N. J. W. P. Mullerin, conductor; Geo. Bennett, engineman.

November 19th—Wm. C. Page, injured at Harsimus Cove, Jersey City, N. J. ——, conductor; ——, engineman.

November 21st—A. L. Kane, injured at Waverly, N. J. L. Thorp, conductor; G. W. Franklin, engineman.

November 23d—H. Hodgkinson, injured at Meadows, N. J. R. Dingley, conductor; W. Woolsey, engineman.

November 28th—Runkle Rea, Jr., injured at Monmouth Junction, N. J. T. Van Horn, conductor; J. Applegate, engineman.

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December 6th—E. R. Balderston, Jr., killed at Trenton, N. J. J. Ward, conductor; J. Horn, engineman.

December 6th—Arthur Mitchell, injured at Meadows, N. J. Arthur Mitchell, conductor; W. S. Norton, engineman.

December 10th—E. O. Cooper, injured at Barracks Yard, Trenton, N. J. C. H. Rich, conductor; T. J. Bellejoua, engineman.

December 16th—Arthur E. Harp, injured at Harsimus Cove, Jersey City, N. J. M. Purcell, conductor; E. Martin, engineman.

December 22d—Jas. M. Coffey, injured at Waverly, N. J. L. R. Emde, conductor; H. F. Hoesly, engineman.

Employes Killed or Injured by Accidents as Stated.

January 7th, 1906—Henry Doyle, struck by engine while crossing the tracks at Jersey City, N. J. J. J. Wheelihan, conductor; Wm. Manning, engineman.

January 7th—F. Gripp, Jr., struck by engine while crossing the tracks at Jersey City, N. J. J. Fitzgerald, conductor; H. K. Cochrane, engineman.

January 19th—Thos. S. Scott, fatally injured by falling from a freight train at Metuchen, N. J. ——, conductor; ——, engineman.

January 22d—A. Braw, injured in rear end collision of train at Marion, N. J. C. Ladder, conductor; John Shea, engineman.

January 22d—Luigi Iorio, struck and killed by engine while working on the track at Plainsboro, N. J. C. W. Parks, conductor; J. Emmons, engineman.

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January 30th—M. Harris, struck by telegraph pole while riding on step of engine at Waverly, N. J. C. Campbell, conductor; J. Van Nuys, engineman.

February 1st—A. Bedel, injured by jumping from train while in motion at Jersey City, N. J. M. E. Rahsley, conductor; B. Egan, engineman.

February 1st—Wm. McMorrow, injured by falling from off a car loaded with ties at Jersey City, N. J. Wm. George, conductor; Wm. Baldwin, engineman.

February 3d—G. Capasso, head injured by falling against a moving train at Princeton Junction, N. J. H. W. Priest, conductor; H. Pickle, engineman.

February 7th—R. J. Williams, struck by breast beam of engine while walking on the station platform at Trenton, N. J. Wm. Messer, conductor; J. H. Warren, engineman.

February 9th—Charles Small, struck by train and killed while crossing the tracks at Jersey City, N. J. S. Benard, conductor; M. Hogan, engineman.

February 15th—Felice Meckenor, struck by train and killed while working on the track at West Newark, N. J. W. H. Pierson, conductor; R. Schucherdt, engineman.

March 1st—P. Kelly, injured by being caught between car and stanchion of bridge at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

March 4th—P. Stonko, while walking on the tracks at Woodbridge, N. J., he was struck and killed by train No. 246. F. E. Wyckoff, conductor; T. Sheerin, engineman.

March 14th—J. Maye, while working on the tracks at Iselin, N. J., he was struck and killed by train No. 2d 58. A. C. Van Nostrand, conductor; F. Blakesly, engineman.

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March 18th—P. Bulger, while inspecting cars at Harsimus Cove, Jersey City, N. J., he was struck and killed by engine No. 1054. ——, conductor; F. W. Wood, engineman.

April 26th—G. Duncan, struck and injured by engine No. 966 at Princeton Junction, N. J., while throwing switch between tracks. M. S. Mason, conductor; F. L. Brewer, engineman.

May 13th—John J. Drum, killed at Harsimus Cove, Jersey City, N. J., supposed to have been struck by some unknown train. ——, conductor; ——, engineman.

May 16th—Patrick Bani, while riding on a hand car on N. Y. B. R. R. at Newark, N. J., he fell off, the car ran over his body injuring him internally. ——, conductor; ——, engineman.

June 8th—Angelo Ducci, struck by engine while working on the tracks at Waverly, N. J., cutting his head. A. C. Rothacker, conductor; E. A. Titman, engineman.

July 7th—D. C. Hunt, struck by train while sitting on the side of track at Monmouth Junction, N. J. Geo. J. Tyrol, conductor; W. A. F. Smith, engineman.

July 8th—Geo. Tzier, struck and killed by train while patroling tracks at Elizabeth, N. J. ——, conductor; ——, engineman.

July 17th—E. H. Horton, struck by train while oiling switches at Trenton, N. J. Thos. Doyle, conductor; E. H. Stevenson, engineman.

August 13th—S. Kovacs, No. 1, struck by train while working on the tracks at Princeton Junction, N. J. C. Johnson, conductor; J. Bender, engineman.

August 16th—J. M. Knotts, struck by bridge guards of overhead bridge at Olden avenue, Trenton, N. J. J. M. Knotts, conductor; ——, engineman.

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August 29th—J. Strauss and G. Jensen, injured by jumping from off a moving freight train at Marion, N. J. J. M. Jordan, conductor; L. Rue, engineman.

September 6th—Frank Dancsecs, struck by train and killed while patroling the tracks at New Brunswick, N. J. J. W. Jones, conductor; G. Howard, engineman.

September 7th—F. Benedette, struck and killed by train while crossing the tracks at Millham Junction, N. J. T. F. Williams, conductor; J. Pope, engineman.

September 10th—C. Teabout (colored, struck and killed by train while crossing the tracks at Jersey City, N. J. S. Knowles, conductor; D. W. Kerr, engineman.

September 27th—R. Ciarella, struck and killed by train while working on the tracks at Linden, N. J. E. D. Titus, conductor; J. G. Smith, engineman.

October 3d—John Byer, struck and killed by train while working on the tracks at Jersey City, N. J. R. Tharp, conductor; L. B. Stultz, engineman.

October 6th—John Gordon, struck and killed by train at Rahway, N. J. ——, conductor; ——, engineman.

October 19th—John Chicowski, struck and killed by engine while working on the tracks at Jersey City, N. J. ——, conductor; J. W. Monroe, engineman.

November 14th—John T. Morgan, struck and killed by train while walking on the tracks at Trenton, N. J. ——, conductor; ——, engineman.

November 17th—Thos. A. Welch, struck by overhead bridge at Olden avenue, Trenton, N. J. H. W. Priest, conductor; W. Griscom, engineman.

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November 28th—J. Smith, No. 1, P. Srostak, A. T. DeLuca, Ellen Casey, M. L. Smith, G. L. Robinson (colored), D. Freeman, injured by being thrown in cars, caused by cars being drilled against the cars they were working in at Waldo avenue yard, Jersey City, N. J. T. Mooney, conductor; P. Metz, engineman.

December 2d—Jakab Roocy, struck and killed by train while prtaoling the tracks at Menlo Park, N. J. ——, conductor; ——, engineman.

December 18th—Edward Vickery, injured by coming in contact with girder of bridge while jumping from off a freight train at Trenton N. J. ——, conductor; ——, engineman.

December 20th—Patrick J. Lipsey, struck by train at Harsimus Cove, Jersey City, N. J. ——, conductor; ——, engineman.

December 26th—Wm. J. Johnson, struck by track fence while looking for hot box in train at Iselin, N. J. J. Book, conductor; G. Roberts, engineman.

December 27th—Jas. F. Pullen, struck and killed by freight train at Trenton, N. J. E. T. Hoff, conductor; C. W. Huggins, engineman.

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VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Vincentown Branch of the Burlington County Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$25,000 00
Bonded debt,	15,000 00
Floating debt—None.	
Cost of road and equipments,	40,000 00

The road extends from Evansville, N. J., to Vincentown, N. J., a distance of 2.76 miles.

It is leased to the United West Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company at an annual rental of six per cent. on the $15,000 capital stock held by individuals, interest on funded debt of $15,000, assumed and paid by the Pennsylvania Railroad Company at maturity, and taxes.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Vincentown Branch of the Burlington County Railroad Com-

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pany, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1907.

HUGH B. ELY,
Master Chancery Court State of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$1,444 27
Income from freight,	2,291 60
Income from other sources,	931 20
Total,	$4,667 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,884 34

Dividends paid during the year 1906, and how paid—Two of 3 per cent. each on $15,000 stock, paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

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Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report, if any.

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WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,812 63
Cost of road and equipments,	$3,196,812 63

The road extends from New Hampton Junction to Delaware river, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds. Report of operations is included in report made by Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, ss.—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

B. D. CALDWELL.

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Sworn and subscribed before me this 15th day of February, A. D. 1907.

[L. S.] LUDWIG R. MILLER,
Notary Public, Appointed from Kings County,
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1906.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1906, and how paid—$126,000.00 paid directly to stockholders by Lessee.

P. O. address of this company—No. 26 Exchange Place, New Yory City.

ACCIDENTS.

September 8th—Thomas Rogolach, laborer, chest bruised while unloading ties at Oxford.

October 4th—James Rowan, trespasser, stealing a ride, caught between bumpers, leg bruised.

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WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway. No separate account of the same was kept.

Dividends paid during the year 1906, and how paid—None.

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P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report, if any.

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WEST JERSEY AND SEASHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Seashore Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$9,679,450 00
Bonded debt,	6,981,800 00
Floating debt,	400,000 00
Cost of road and equipments,	$18,344,328 83

Dividends paid during the year 1906, and how paid—Two of 3 per cent. each on the common capital stock and two of 3 per cent. each on the special guaranteed stock, all paid in cash.

The road extends from—

	Miles.
Camden, Terminal station to Grant street station, Cape May, New Jersey,	81.68
Woodbury to South End Bridge, No. 203,	21.70
Woodbury to Salem, New Jersey,	28.39
Riddleton Junction to Elmer,	10.38
Alloway Junction to Quinton,	4.22
917 feet north of station, New Jersey, to 1,580 feet south of Broadway, Salem, New Jersey,	1.27
Glassboro to Bridgeton,	19.68
Main street, north of old passenger station, to Pearl and Lemon streets, Bridgeton,	1.67
Newfield to Atlantic City,	34.54

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	Miles.
Pleasantville to Somers Point,	7.20
Manamuskin to Maurice River, opposite Port Norris,	9.76
Sea Isle Junction to Second street pier, Ocean City, New Jersey,	16.47
Sea Isle City to Stone Harbor,	9.14
Anglesea Junction to Holly Beach,	7.75
Camden, Cooper's Point, to Atlantic City,	58.73
Haddonfield to Medford,	11.97
Junction at Drawbridge, Atlantic City, to junction with Atlantic avenue branch, south of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to 195 feet north of Albany avenue, Atlantic City,	3.04
Junction, 195 feet north of Albany avenue, Atlantic City, to Longport, New Jersey,	5.49
A total distance of,	334.31

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$3,326,524 02
Income from freight,	1,446,902 04
Income from other sources,	432,857 79
Total,	$5,206,283 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,956,914 09

P. O. address of the above company—Broad Street Station, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Third Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1906 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 2d day of February, A. D. 1907.

HUGH B. ELY,
Master in Chancery of New Jersey.

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ACCIDENTS.

February 2d, 1906—Haller Boyd, injured in attempting to cross tracks at Royden street, Camden.

February 9th—William Jack, struck and instantly killed by train at Westmont.

February 11th—Jacob Roseman and Garrison Mozenter, injured while attempting to cross tracks at South Glasshoro.

March 5th—J. H. Marsh, brakeman, injured in coupling cars at Woodbury.

March 22d—Roland Christ, injured by derailment of train at Pleasantville.

March 22d—John Wasserman, injured in attemptin to cross tracks at Pine street, Camden.

April 11th—Charles S. Ackley, injured by projecting timber being struck by moving engine.

April 21st—John Boyer, struck and instantly killed by train at Pearl street, Camden.

April 21st—H. F. McKinley, fell from moving train at Hammonton, and was run over.

April 29th—Joseph Dickins, found lying dead alongside of track at Wenonah.

May 4th—N. J. Brownstein, injured in unloading freight from car at Salem.

May 5th—Philip J. Bower, found lying dead alongside of tracks at Line Ditch, Camden.

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May 13th—John Quick, struck and killed while attempting to cross tracks at Cherry street, Camden.

May 19th—Mrs. Sarah A. Lake, killed while attempting to cross tracks at Market street, Gloucester.

May 19th—Abbie and Bertie S. Vanaman, injured in collision of trains at Mays Landing.

May 27th—Pietro Petaniari, injured by timber projecting from moving car at Iona.

June 2d—Ephraim J. Cook, injured by cars being derailed at Heislerville.

June 8th—E. T. Boyle, killed while walking on the track at Pikes Peak.

June 13th—Alexander Kraft, killed while walking on the track near Line Ditch, Camden.

June 20th—John Dooley, njured by being run over at Atlantic City.

June 28th—Domenico Banant, had leg broken while handling rail at Richland.

July 13th—J. L. Caum, injured while attempting to cross tracks at Kaighn avenue, Camden.

July 21st—Amy Rann, injured by catching foot between cars at Egg Harbor.

July 26th—William B. Kline and Mrs. Charles W. Sheppard, injured in collision at Minatola.

August 11th—Harry Hastings, injured in falling from train at Woodbury Heights.

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August 15th—John Doto, injured by being run over by train at Atlantic City.

August 16th—Jacob Pfaff, injured by coming in contact with third rail at North Woodbury.

August 19th—Fred Afraid of the Bull, an Indian, injured in falling from moving train at Haddonfield.

August 24th—Jacob Kammerer, injured in attempting to cross tracks at Westville.

August 22d—Mary Bonham, injured in collision of trains at Bridgeton.

August 29th—Conductor H. L. Wilson, injured by falling between cars at Palatine.

September 9th—Samuel Gilbert, injured by being run over by electric car at Woodbury.

September 11th—Guiseppi Bristico, struck and instantly killed by electric train at Pleasantville.

September 13th—William Dietz, killed while walking on track at Mt. Royal.

September 16th—William Terrell, killed while attempting to cross track at Main street, Haddonfield.

October 5th—Sabastino DiValerio, had foot crushed by hand car at Atlantic City.

October 6th—George Rowe, killed while walking on the track at Van Hook street, Camden.

October 10th—Antony Tolma, struck and instantly killed by electric train at Ferry avenue, Camden.

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October 28th—The following named passengers were killed and injured in the derailment of electric train at the Thorofare drawbridge: *Dead*—Ida and James P. Dempsey, Salina and George H. Wonfor, Frank Monroe, Albert L. Klessel, Chas. Klessel, William L. Carter, Ida M. Carter, Gertrude Hays, H. C. Burch, Salina R. Miller, Samuel Ifill, Mrs. Samuel Ifill, Emma and Ellen M. Rittenhouse, Passquale Mezella, Leslie and Anna Miller, Sarah Miller, Robert Brodie, Clifford, H. Harris, Frank Sinclair, Evelyn and Olivia McElroy, Dr. Paul Felsburg and wife, Horace Fountain, Edward Neiss, Catherine and A. L. Hudders, John Kober, Mrs. Theo. Lawrence, Martha Heisch, Mrs. Mary Benchert, Clarence Benchert, Harry Benchert, Frank Merward, Joseph Merward, John Zimmerman, Albert L. Getman, Constantino Zerdadora, Vincenzo D. Ammibale, James Eagan, M. Klein, Benj. H. Finklestein, Walter Scott, Mrs. W. F. Braddish, Mrs. Cora Brown, Mrs. Sarah A. Stewart, W. Stewart DeKlyne, William Edwards, C. W. Cooley, Emanuel Freed and Armand Alexia Tedasco. *Injured*—John Bacon, Camillo Vita Colona, John Dougherty, Jos. DeVito, Francesco DeCesare, Carl DeAnnizio, H. C. Deemer, Mrs. H. C. Deemer, Philip Freda, Angelo Fahseni, Mazarro Fontaine, John Fortunato, Theo. Lawrence, George McGee, William McDonald, Clara McDonald, Nicholas Mastragelo, Meiss Ernest, Oresto Roy Matiello, Pascal Pretron, Jos. Pullo, F. Rice, Salimoni, E. Tasca, H. E. Wood, J. L. Curtis, Davis S. Emley, Helen Gilbert, H. B. Joseph, Andrew D. Taylor, R. B. Wood, Ida DuBell, Patrick Duff, John Eades, John I. McDaniels, Jesse E. McDaniels, John E. Kelley, Edward Morgan, Albert Reese, and W. H. Stewart.

November 1st—Unknown man found dead alongside of track at Westville.

November 6th—Henry F. Auttermeyer, killed while walking on the tracks at Glassboro.

November 14th—By the derailment of train near Grassy Sound the following named passengers were injured: Giacomi Marcholetti, Christie B. Snyder, John Hilton, Frank K. Mathis, John B.

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Nickerson, Andrew B. Carlin, Rufus Collins, Benjamin Franklin, Harry Newcomb, Samuel Rice, Adam Myers, Miss Lavinia Wilson, T. Hammell, Gertrude N. Maize, Frank Dohenuit, J. L. Sterling, Franklin D. Springer, Edwin A. Wood, Andrew W. Conneen, and Edwin A. McIntyre.

November 16th—Hans Olsen, found lying dead on track near Malaga.

November 26th—Joseph C. Risley, injured while attempting to cross tracks near Pleasantville.

December 6th—Piones Pinollo, injured by being struck by light engine at Starr.

December 7th—John Fields, struck and killed by train at Mechanic street, Camden.

December 8th—Robert Berkley, struck and killed by drill engine in Atlantic City yard.

December 8th—Martin Stackowak, injured while walking on the tracks near Newton avenue, Camden.

December 15th—Isaac Farmer, struck and injured by train near South Camden.

December 19th—Gilard Di Negro, struck and killed at Viola street, Camden.

December 31st—A. A. Johnston, brakeman; J. H. Blake, fireman, killed, and D. Hand, engineman, injured by explosion of boiler of engine at Pitman.

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WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, West Shore Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	4,453,051 81
Cost of road and equipments,	$64,453,051 81

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this ninth day of February, A. D. 1907.

[L. S.]

D. H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate filed in Westchester County.

RECEIPTS AND EXPENSES FOR 1906.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, county of New York, *ss.*—R. A. White, Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1906, is correct and true, to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this ninth day of February, 1907.

D. A. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate filed in Westchester County.

ACCIDENTS.

January 4th, 1906—Wm. B. Houck, freight brakeman, West Englewood, N. J., extra westbound freight train, engine No. 1702. Right ankle sprained. Draw-head pulled out, causing an emergency application of air-brakes, throwing him from deck of car to the ground.

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January 11th—Eli Coulson, car inspector, Weehawken, N. J., extra westbound freight train, engine No. 1745. Bruised about the chest and back. Train started while he was between cars applying a new gasket to air-hose.

January 16th—J. A. Haddock, assistant yard master, Weehawken, N. J., yard engine No. 131. Contusion of left hip and left arm. Struck by engine while crossing track.

January 17th—D. J. McGinn, yard brakeman, Weehawken, N. J., yard engine No. 368. Left foot bruised, scalp wound. Slipped and fell while attempting to board moving engine.

January 18th—Wm. Hoffman, car inspector, Weehawken, N. J., yard engine No. 241. Squeezed about the chest and back. Caught between two cars while they were being moved from yard to float bridge.

January 24th—Jos. Colton, Jr., yard brakeman, Weehawken, N. J., yard engine No. 241. Left wrist sprained. While stepping from deck of car standing on one track to deck of car on next adjacent track, he slipped and fell between the cars.

February 1st—James Costello, yard brakeman, Weehawken, N. J., yard engine No. 241. Index finger right hand crushed. While setting pin for the purpose of making a coupling his finger was caught between pin and draw-head.

February 12th—Thos. J. Slammon, engineman, West Norwood, N. J., train No. 20. Back wrenched, face cut and bruised. Jumped from engine while it was in motion, due to crown sheet dropping.

February 18th—Peter Adler, yard brakeman, Weehawken, N. J., yard engine No. 261. Three fingers left hand crushed. While attempting to open knuckle to make coupling the cars were moved by engine catching his hand between the knuckles.

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February 19th—Wm. MacHoldt, freight brakeman, Weehawken, N. J., extra eastbound freight train, engine No. 241. Left ankle sprained. Alighting from engine while in motion.

March 4th—T. J. Blessing, yard brakeman, yard engine No. 241. Right ankle sprained. Alighting from moving train.

March 5th—Marjorie Rehain, non-employe, Bogota, N. J., pusher engine No. 1587. Killed. Run over by engine while walking on track.

March 5th—Hattie Rehain, non-employe, Bogota, N. J., pusher engine No. 1587. Killed. Run over by engine while walking on track.

March 6th—Robert H. Carr, yard brakeman, Weehawken, N. J., yard engine No. 113. Right hand crushed. While opening knuckle to make coupling engine moved cars, catching his hand between knuckles.

March 6th—Frank Schwab, freight brakeman, Weehawken, N. J., extra westbound freight train, engine No. 2124. Little finger of left hand crushed. Finger caught between cutting lever and end of tank of engine.

March 8th—Thos. McIntyre, freight brakeman, West Englewood, N. J., extra westbound freight train, engine No. 2365. Contusion of left side. Slipped and fell while attempting to board moving train.

March 8th—John F. Carroll, non-employe, Granton, N. J., train or engine unknown. Killed. Evidently run over by some train while walking on track.

March 11th—August Westrup, brakeman, Little Ferry, N. J., pusher engine No. 1045. Three fingers of left hand crushed. Fell while attempting to board engine.

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March 15th—Samuel K. Stewart, non-employe, Haworth, N. J., N. Y. O. & W. train No. 105. Back sprained. Struck by train at public highway crossing.

March 15th—M. J. De Oliveria, non-employe, Haworth, N. J., N. Y. O. & W. train No. 105. Back injured, left ankle sprained. Struck by train at public highway crossing.

March 21st—Thomas Lasich, freight handler, Weehawken, N. J., yard engine No. 172. Contusion of right leg. Attempted to place gang plank from car to pier while engine was yet moving car and his leg was caught between plank and side of car.

March 24th—Erich Jorgensen, non-employe, Bergenfield, N. J., train No. 8. Killed. Struck by train at higsway crossing.

April 6th—Chas. Schwartz, yard brakeman, Weehawken, N. J., yard engine No. 171. Left ankle sprained. Fell from deck of a box-car to the ground.

May 15th—Bartoff Simonson, non-employe, Granton, N. J., extra westbound freight train, engine No. 2089. Both legs cut off. Attempting to board train while in motion.

May 28th—Jas. H. Hankinson, engineman, Weehawken, N. J., yard engine No. 341. Left hand sprained. While firing engine scoop caught under edge of apron, causing him to be thrown upon deck of engine.

June 14th—Alexander Mattsen, non-employe, Teaneck, N. J., extra eastbound freight train, engine No. 1648. Contusion of right leg and head injured. Wagon which he was driving struck by train at highway crossing.

June 22d—F. J. Auerbach, passenger, Weehawken, N. J., N. Y. O. & W., train No. 101. Contusion of left knee. Fell between steps of coach and station platform while boarding train.

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June 24th—Mrs. Louise Walcott, non-employe, Bogota, N. J., train No. 50. Head cut, nervous shock. Automobile in which she was riding colliding with side of train at highway crossing.

June 24th—Mrs. F. R. Warren, non-employe, Bogota, N. J., train No. 50. Head cut, nervous shock. Automobile in which she was riding colliding with side of train at highway crossing.

July 1st—Jacob Steller, yard brakeman, Weehawken, N. J., yard engine No. 312. Contusion of right hip. Struck by moving car.

July 6th—Herbert B. Greenfield, passenger, Weehawken, N. J., train No. 37. Two fingers of left hand bruised. Window of coach falling on hand.

July 7th—Sylvia Greenberg, passenger, New Durham, N. J., train 2d No. 35. Contusion of head. Ventilator falling while trainman was opening ventilator.

July 20th—H. Vrender, passenger, Bogota, N. J., train No. 16. Cut about head and face. Jumping from train after it started to pull out from station.

July 24th—Edward M. Slattery, yard brakeman, Weehawken, N. J., yard engine No. 241. Contusion of left hip. While placing car on float bridge he was squeezed between side of car and platform of float.

July 26th—Wm. H. Behre, switch tender, Weehawken, N. J., yard engine No. 231. Left foot crushed. Attempting to board moving train, missed his hold and fell so that his foot went across rail.

July 29th—Nathan Brink, passenger, New Durham, N. J., train No. 9. Scalp wound. Ventilator falling while trainman was opening it.

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August 1st—Wm. Grunhold, section foreman, New Durham, N. J., yard engine No. 255. Squeezed across stomach. While unloading cans of milk from car to wagon engine moved cars, catching him between end of wagon and side of car.

August 9th—John May, yard brakeman, Weehawken, N. J., yard engine No. 131. Right wrist sprained. Attempting to board moving train, lost his balance and was thrown upon the ground.

August 11th—Jos. Mignolia, track laborer, Weehawken, N. J., yard engine No. 173. Left foot crushed. While climbing between cars they were moved by engine, causing him to fall so that his foot went across the rail.

August 17th—J. E. Haring, non-employe, Bogota, N. J., train No. 70. Dislocation of left shoulder, cut and bruised about the head. Automobile in which he was riding colliding with side of engine at highway crossing.

August 17th—A. H. G. Maidment, non-employe, Bogota, N. J., train No. 70. Intra capsular fracture of the left femur, cut and bruised about the face and head. Automobile in which he was riding colliding with side of engine at highway crossing.

August 18th—Margaret Hanlon, car cleaner, Weehawken, N. J., yard engine No. 238. Fracture of left arm. Was carrying an armful of cuspidors inside of car while it was being switched and was thrown down in aisle of car by impact, due to cars colliding.

August 20th—Joseph Antic, N. Y. O. & W. watchman, Weehawken, N. J., train No. 28. Contusion of left hip. While unloading can of milk from car, car was moved by engine causing can to fall on him.

August 21st—Louis Pascale, headlight filler, New Durham, N. J., light engine No. 3954. Killed. Run over by engine while crossing track.

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August 21st—James Trimmer, yard brakeman, Weehawken, N. J., yard engine No. 290. Little finger of left hand crushed. While making cut between two cars his finger was caught between knuckles.

August 24th—Louis Rathe, yard brakeman, Weehawken, N. J., yard engine No. 311. Little finger of right hand crushed. While making cut finger was caught between cutting lever chain and knuckle pin.

September 2d—John Goelz, yard brakeman, Weehawken, N. J., yard engine No. 113. Head cut and back injured. While jumping from deck of car standing on track No. 29 to deck of car standing on track No. 30, he slipped and fell between the cars.

September 8th—Lewis Benton, yard brakeman, Weehawken, N. J., yard engine No. 2217. Toes of right foot crushed. While making cut slipped and fell from foot board of tank of engine.

September 8th—Miss Nellie Reese, passenger, Little Ferry, N. J., train No. 49. Scalp wound. While trainman was opening ventilators ventilator window fell, striking her on head.

September 15th—W. S. H. Brown, brakeman, Granton, N. J., yard engine No. 261. Left foot crushed. While climbing between cars his foot was caught between two draw-heads.

September 18th—Cathrin Owens, passenger, Weehawken, N. J., train No. 70. Contusion of right leg and knee. Fell between station platform and steps of coach while alighting from train.

September 29th—Mrs. Charlotte Brown, passenger, Weehawken, N. J., train No. 83. Scalp wound, cut about the face. Jumped from train after it started to pull out from station.

October 13th—August Favre, yard brakeman, Weehawken, N. J., yard engine No. 172. Contusion of right instep. While making cut of cars knuckle fell out of draw-head upon his foot.

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October 14th—Thos. Blessing, yard brakeman, Weehawken, N. J., yard engine No. 265. Contusion of left hip. Caught between side of car and milk shed platform while standing on side ladder.

October 23d—F. L. Hunt, yard brakeman, Weehawken, N. J., yard engine No. 341. Killed. While endeavoring to uncouple cars by reaching for cutting lever on opposite side from where he was working his foot was caught in open switch point, causing him to fall and cars ran over him.

November 2d—Moritz Weiss, passenger, Weehawken, N. J., train No. 50. Cut about the face, both knees bruised. Alighting from train before it stopped at station.

November 4th—Marie L. Fitzpatrick, passenger, Weehawken, N. J., train No. 70. Left wrist sprained. Feet slipped on step of coach while alighting from train, causing her to fall between steps of coach and station platform.

November 16th—Peter M. Kennelty, yard brakeman, Granton, N. J., yard engine No. 173. Contusion of left side. Engine broke away from train, causing emergency application of air-brake and Kennelty was thrown from platform of caboose.

November 23d—F. W. Rottman, passenger, Little Ferry, N. J., train No. 49. Left hand bruised. Ventilator fell while trainman was opening it.

November 23d—John P. Auer, porter, employed by National Express Company, Weehawken, N. J., train No. 5. Face cut and bruised, left arm sprained. Attempting to remove gang plank while engine was moving car and gang plank flew up and struck him.

December 5th—Jos. A. Behain, passenger, Ridgefield Park, N. J., train No. 64. Contusion of left leg. Fire hook falling from tank of engine.

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December 5th—Edmund S. Goodwin, passenger, Ridgefield Park, N. J., train No. 64. Contusion of right hand. Fire hook falling from tank of engine.

December 5th—Mary A. Peeples, non-employe, Ridgefield Park, N. J., train No. 64. Contusion of left foot. Fire hook falling from tank of engine.

December 16th—Simon S. Friedberg, O. & W. passenger, Weehawken, N. J., O. & W. train No. 121. Contusion of right leg. Fell between steps of coach and station platform while boarding train.

December 22d—F. L. Jones, conductor, Granton, N. J., yard engine No. 370. Right arm crushed. While chaining two cripple cars slack ran in catching his arm between draw-heads.

December 25th—Samuel Gluskin, yard brakeman, Weehawken, N. J., yard engine No. 371. Left ankle sprained. Fell while descending end ladder of car.

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WEST SIDE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1906:

Capital stock paid in, ... $125,400 00

The road as constructed extends from Danforth avenue to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of ninety-four one hundredths (.94) of a mile.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this fourteenth day of February, A. D. 1907.

BEN. VAN D. FISHER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1906.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1906, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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WHARTON AND NORTHERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Wharton and Northern Railroad Company presents the following report for the year ending December 31st, 1906:

Capital Stock paid in,	$500,000 00
Bonded debt,	350,000 00
Cost of road and equipments,	$850,000 00

The road extends from Morris County Junction to Green Pond Junction, a distance of twenty (20) miles.

RECEIPTS AND EXPENSES FOR 1906.

Income from passengers,	$1,570 72
Income from freight,	56,907 22
Income from other sources,	342 40
Total,	$58,820 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,206 34

State of Pennsylvania, Philadelphia county, *ss.*—Joseph Wharton, being duly affirmed says, that he is President of the Wharton and Northern Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1906 are correct and true, to the best of his knowledge and belief.

JOSEPH WHARTON.

Affirmed and subscribed before me this twenty-eighth day of February, A. D. 1907.

EDWARD L. BUCHEY,
Notary Public,
Commission expires January 22d, 1911.

[L. S.]

ACCIDENTS.

July 29th, 1906—Leslie Shawger, conductor, struck head against an overhead bridge while standing on box-car. Ten (10) days off duty.

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